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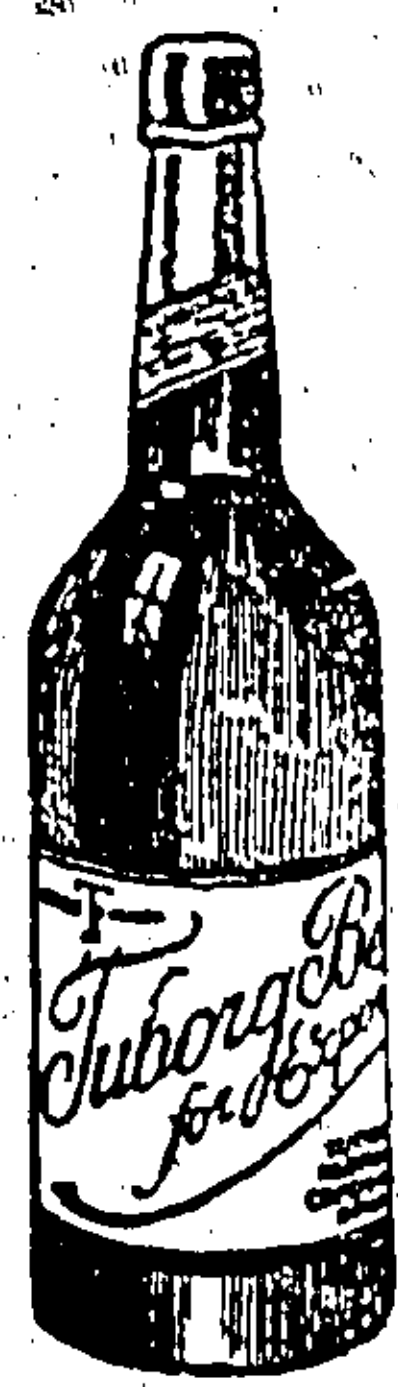


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No. 21,849 號玖拾肆百捌千壹萬式第 日捌初月陸辰戊 HONG KONG, TUESDAY, JULY 24th, 1928. 式拜禮 日肆廿月柒年八廿百九千壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE. UP TRAINS

STATIONS	No. 2	No. 8	No. 10	No. 12	No. 14	No. 16	No. 18	No. 20	No. 22	No. 24
Kowloon	8.40	8.05	8.30	9.10	10.00	12.15	1.15	2.35	3.00	4.30
Yamat	8.49	8.14	8.39	9.19	10.09	12.24	1.24	2.44	3.09	4.39
Shatin	7.01	7.26	7.51	8.31	9.21	11.36	1.36	2.56	3.21	4.51
Yuen	7.10	7.35	8.00	8.40	9.30	11.45	1.45	3.05	3.30	5.00
Yuen	7.20	7.45	8.10	8.50	9.40	11.55	1.55	3.15	3.40	5.10
Yuen	7.30	7.55	8.20	9.00	9.50	12.05	2.05	3.25	3.50	5.20
Yuen	7.40	8.05	8.30	9.10	10.00	12.15	2.15	3.35	4.00	5.30
Yuen	7.50	8.15	8.40	9.20	10.10	12.25	2.25	3.45	4.10	5.40
Yuen	8.00	8.25	8.50	9.30	10.20	12.35	2.35	3.55	4.20	5.50
Yuen	8.10	8.35	9.00	9.40	10.30	12.45	2.45	4.05	4.30	6.00
Yuen	8.20	8.45	9.10	9.50	10.40	12.55	2.55	4.15	4.40	6.10
Yuen	8.30	8.55	9.20	10.00	10.50	13.05	3.05	4.25	4.50	6.20
Yuen	8.40	9.05	9.30	10.10	11.00	13.15	3.15	4.35	5.00	6.30
Yuen	8.50	9.15	9.40	10.20	11.10	13.25	3.25	4.45	5.10	6.40
Yuen	9.00	9.25	9.50	10.30	11.20	13.35	3.35	4.55	5.20	6.50
Yuen	9.10	9.35	10.00	10.40	11.30	13.45	3.45	5.05	5.30	7.00
Yuen	9.20	9.45	10.10	10.50	11.40	13.55	3.55	5.15	5.40	7.10
Yuen	9.30	9.55	10.20	11.00	11.50	14.05	4.05	5.25	5.50	7.20
Yuen	9.40	10.05	10.30	11.10	12.00	14.15	4.15	5.35	6.00	7.30
Yuen	9.50	10.15	10.40	11.20	12.10	14.25	4.25	5.45	6.10	7.40
Yuen	10.00	10.25	10.50	11.30	12.20	14.35	4.35	5.55	6.20	7.50
Yuen	10.10	10.35	11.00	11.40	12.30	14.45	4.45	6.05	6.30	8.00
Yuen	10.20	10.45	11.10	11.50	12.40	14.55	4.55	6.15	6.40	8.10
Yuen	10.30	10.55	11.20	12.00	12.50	15.05	5.05	6.25	6.50	8.20
Yuen	10.40	11.05	11.30	12.10	13.00	15.15	5.15	6.35	7.00	8.30
Yuen	10.50	11.15	11.40	12.20	13.10	15.25	5.25	6.45	7.10	8.40
Yuen	11.00	11.25	11.50	12.30	13.20	15.35	5.35	6.55	7.20	8.50
Yuen	11.10	11.35	12.00	12.40	13.30	15.45	5.45	7.05	7.30	9.00
Yuen	11.20	11.45	12.10	12.50	13.40	15.55	5.55	7.15	7.40	9.10
Yuen	11.30	11.55	12.20	13.00	13.50	16.05	6.05	7.25	7.50	9.20
Yuen	11.40	12.05	12.30	13.10	14.00	16.15	6.15	7.35	8.00	9.30
Yuen	11.50	12.15	12.40	13.20	14.10	16.25	6.25	7.45	8.10	9.40
Yuen	12.00	12.25	12.50	13.30	14.20	16.35	6.35	7.55	8.20	9.50
Yuen	12.10	12.35	13.00	13.40	14.30	16.45	6.45	8.05	8.30	10.00
Yuen	12.20	12.45	13.10	13.50	14.40	16.55	6.55	8.15	8.40	10.10
Yuen	12.30	12.55	13.20	14.00	14.50	17.05	7.05	8.25	8.50	10.20
Yuen	12.40	13.05	13.30	14.10	15.00	17.15	7.15	8.35	9.00	10.30
Yuen	12.50	13.15	13.40	14.20	15.10	17.25	7.25	8.45	9.10	10.40
Yuen	13.00	13.25	13.50	14.30	15.20	17.35	7.35	8.55	9.20	10.50
Yuen	13.10	13.35	14.00	14.40	15.30	17.45	7.45	9.05	9.30	11.00
Yuen	13.20	13.45	14.10	14.50	15.40	17.55	7.55	9.15	9.40	11.10
Yuen	13.30	13.55	14.20	15.00	15.50	18.05	8.05	9.25	9.50	11.20
Yuen	13.40	14.05	14.30	15.10	16.00	18.15	8.15	9.35	10.00	11.30
Yuen	13.50	14.15	14.40	15.20	16.10	18.25	8.25	9.45	10.10	11.40
Yuen	14.00	14.25	14.50	15.30	16.20	18.35	8.35	9.55	10.20	11.50
Yuen	14.10	14.35	15.00	15.40	16.30	18.45	8.45	10.05	10.30	12.00
Yuen	14.20	14.45	15.10	15.50	16.40	18.55	8.55	10.15	10.40	12.10
Yuen	14.30	14.55	15.20	16.00	16.50	19.05	9.05	10.25	10.50	12.20
Yuen	14.40	15.05	15.30	16.10	17.00	19.15	9.15	10.35	11.00	12.30
Yuen	14.50	15.15	15.40	16.20	17.10	19.25	9.25	10.45	11.10	12.40
Yuen	15.00	15.25	15.50	16.30	17.20	19.35	9.35	10.55	11.20	12.50
Yuen	15.10	15.35	16.00	16.40	17.30	19.45	9.45	11.05	11.30	13.00
Yuen	15.20	15.45	16.10	16.50	17.40	19.55	9.55	11.15	11.40	13.10
Yuen	15.30	15.55	16.20	17.00	17.50	20.05	10.05	11.25	11.50	13.20
Yuen	15.40	16.05	16.30	17.10	18.00	20.15	10.15	11.35	12.00	13.30
Yuen	15.50	16.15	16.40	17.20	18.10	20.25	10.25	11.45	12.10	13.40
Yuen	16.00	16.25	16.50	17.30	18.20	20.35	10.35	11.55	12.20	13.50
Yuen	16.10	16.35	17.00	17.40	18.30	20.45	10.45	12.05	12.30	14.00
Yuen	16.20	16.45	17.10	17.50	18.40	20.55	10.55	12.15	12.40	14.10
Yuen	16.30	16.55	17.20	18.00	18.50	21.05	11.05	12.25	12.50	14.20
Yuen	16.40	17.05	17.30	18.10	19.00	21.15	11.15	12.35	13.00	14.30
Yuen	16.50	17.15	17.40	18.20	19.10	21.25	11.25	12.45	13.10	14.40
Yuen	17.00	17.25	17.50	18.30	19.20	21.35	11.35	12.55	13.20	14.50
Yuen	17.10	17.35	18.00	18.40	19.30	21.45	11.45	13.05	13.30	15.00
Yuen	17.20	17.45	18.10	18.50	19.40	21.55	11.55	13.15	13.40	15.10
Yuen	17.30	17.55	18.20	19.00	19.50	22.05	12.05	13.25	13.50	15.20
Yuen	17.40	18.05	18.30	19.10	20.00	22.15	12.15	13.35	14.00	15.30
Yuen	17.50	18.15	18.40	19.20	20.10	22.25	12.25	13.45	14.10	15.40
Yuen	18.00	18.25	18.50	19.30	20.20	22.35	12.35	13.55	14.20	15.50
Yuen	18.10	18.35	19.00	19.40	20.30	22.45	12.45	14.05	14.30	16.00
Yuen	18.20	18.45	19.10	19.50	20.40	22.55	12.55	14.15	14.40	16.10
Yuen	18.30	18.55	19.20	20.00	20.50	23.05	13.05	14.25	14.50	16.20
Yuen	18.40	19.05	19.30	20.10	21.00	23.15	13.15	14.35	15.00	16.30
Yuen	18.50	19.15	19.40	20.20	21.10	23.25	13.25	14.45	15.10	16.40
Yuen	19.00	19.25	19.50	20.30	21.20	23.35	13.35	14.55	15.20	16.50
Yuen	19.10	19.35	20.00	20.40	21.30	23.45	13.45	15.05	15.30	17.00
Yuen	19.20	19.45	20.10	20.50	21.40	23.55	13.55	15.15	15.40	17.10
Yuen	19.30	19.55	20.20	21.00	21.50	24.05	14.05	15.25	15.50	17.20
Yuen	19.40	20.05	20.30	21.10	22.00	24.15	14.15	15.35	16.00	17.30
Yuen	19.50	20.15	20.40	21.20	22.10	24.25	14.25	15.45	16.10	17.40
Yuen	20.00	20.25	20.50	21.30	22.20	24.35	14.35	15.55	16.20	17.50
Yuen	20.10	20.35	21.00	21.40	22.30	24.45	14.45	16.05	16.30	18.00
Yuen	20.20	20.45	21.10	21.50	22.40	24.55	14.55	16.15	16.40	18.10
Yuen	20.30	20.55	21.20	22.00	22.50	25.05	15.05	16.25	16.50	18.20
Yuen	20.40	21.05	21.30	22.10	23.00	25.15	15.15	16.35	17.00	18.30
Yuen	20.50	21.15	21.40	22.20	23.10	25.25	15.25	16.45	17.10	18.40
Yuen	21.00	21.25	21.50	22.30	23.20	25.35	15.35	16.55	17.20	18.50
Yuen	21.10	21.35	22.00	22.40	23.30	25.45	15.45	17.05	17.30	19.00
Yuen	21.20	21.45	22.10	22.50	23.40	25.55	15.55	17.15	17.40	19.10
Yuen	21.30	21.55	22.20	23.00	23.50	26.05	16.05	17.25	17.50	19.20
Yuen	21.40	22.05	22.30	23.10	24.00	26.15	16.15	17.35	18.00	19.30
Yuen	21.50	22.15	22.40	23.20	24.10	26.25	16.25	17.45	18.10	19.40
Yuen	22.00	22.25	22.50	23.30	24.20	26.35	16.35	17.55	18.20	19.50
Yuen	22.10	22.35	23.00	23.40	24.30	26.45	16.45	18.05	18.30	20.00
Yuen	22.20	22.45	23.10	23.50	24.40	26.55	16.55	18.15	18.40	20.10
Yuen	22.30	22.55	23.20	24.00	24.50	27.05	17.05	18.25	18.50	20.20
Yuen	22.40	23.05	23.30	24.10	25.00	27.15	17.15	18.35	19.00	20.30
Yuen	22.50	23.15	23.40	24.20	25.10	27.25	17.25	18.45	19.10	20.40
Yuen	23.00	23.25	23.50	24.30	25.20	27.35	17.35	18.55	19.20	20.50
Yuen	23.10	23.35	24.00	24.40	25.30	27.45	17.45	19.05	19.30	21.00
Yuen	23.20	23.45	24.10	24.50	25.40	27.55	17.55	19.15	19.40	21.10
Yuen	23.30	23.55	24.20	25.00	25.50	28.05	18.05	19.25	19.50	21.20
Yuen	23.40	24.05	24.30	25.10	26.00	28.15	18.15	19.35	20.00	21.30
Yuen	23.50	24.15	24.40	25.20	26.10	28.25	18.25	19.45	20.10	21.40
Yuen	24.00	24.25	24.50	25.30	26.20	28.35	18.35	19.55	20.20	21.50
Yuen	24.10	24.35	25.00	25.40	26.30	28.45	18.45	20.05	20.30	22.00
Yuen	24.20	24.45	25.10	25.50	26.40	28.55	18.55	20.15	20.40	22.10
Yuen	24.30	24.55	25.20	26.00	26.50	29.05	19.05	20.25	20.50	



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JAPAN'S ROYAL WEDDING.

PRESENTS ARRIVE.

DOWAGER EMPRESS'S TEA PARTY.

It has been decided that the wedding of Prince Chichibu to Miss Setsu-ko Matsudaira will be solemnized some time between September 25th and October 3rd. No definite date has as yet been selected but this will be settled by the middle of September when it will be announced to the nation and, at the same time, to the spirits of the Imperial ancestors by Court ritualists.

The Prince met Miss Matsudaira for the first time since their engagement at a tea given to the young couple by the Dowager Empress who formally introduced them to each other. Besides the Empress Dowager and the betrothed couple, only Miss Matsudaira's mother was present.

Among the gifts that the couple will receive are a table clock from the Emperor and Empress, full suits of Japanese clothes from the Dowager Empress and a jade necklace from Marchioness Nabeshina, aunt of the bride-elect. The foreign communities in Japan are busy preparing suitable gifts. The Swiss community will give a silver model of the highest peaks of the Alps, and this is regarded as very appropriate since Prince Chichibu is an ardent mountaineer and scaled some of the highest Alpine peaks when he was in Europe some time ago. The model, which is 25 centimetres high and 15 centimetres broad, has arrived in Japan.

The Navy proposes to give them an elaborate silver model of the cruiser *Iyokai*. This is being executed at the Yokosuka arsenal, the model being about 45 inches long and its main mast about 35 inches high.

The future residence of Prince and Princess Chichibu has been completed. It is constructed along European lines, is Occidental in furnishings, and is in the heart of Tokyo, yet at the same time in a quiet and sequestered spot, about 10 minutes' distance from the Tokyo Central Railway Station. Miss Matsudaira is already maintaining a sort of semi-royalty and, as Princess Chichibu, will be extensively entertained and be hostess at innumerable parties. It is also quite probable that she will often deputize for the Empress at public functions, as Her Majesty's health is not all that one could wish, with the result that every effort will be made to relieve the First Lady of Cherry Blossom Land from all undue strain.

YANGTZE PILOT'S SUICIDE.

FIRST DESTROYS PRICELESS CHINESE COLLECTION.

GLENDALE, June 21st. After spending practically the entire day destroying his priceless collection of Chinese and Oriental curios and works of art, Capt. Jack A. Richards, 31 years of age, lay down on the floor of the kitchen in his home, 1311, North Alameda Street, last night, a hose leading to the gas range in his mouth and turned on the gas. His body was found this morning by a neighbour, Arthur S. Pearson, who forced his way into the Richard home when his occupant failed to make his customary early morning appearance in the grounds surrounding his house.

Richards, who was formerly a pilot on the Yangtze River in China and who collected valuable antiques and pictures during his stay in the East, had evidently gone deliberately about the work of destruction. Marks of revolver bullets, scars of knife, shears and augers, were all around, and shattered and torn articles of great value were strewn about the living-room and dining-room, when Detective Sergeant Charles P. Blake and Detective Sergeant F. C. Williams reached the house.

Two letters were found. One addressed to Miss Ora Lee Redding, 2008 South Alameda Street, owner of the house in which Richards had lived, thanked the girl for nursing his wife during her last illness and said that he wished to "bid her good-bye." The other, addressed to Dr. P. B. Richards, 1237, West Ninety-sixth Street, Los Angeles, evidently a relative of the deceased sailor, was found unstamped in the mail box. It stated that Richards intended to end his life and added that he had wrecked his art collection because he did not wish it to pass into the hands of anyone else.

Richards is believed to have been wealthy and to have left considerable money, besides other property. He came to Glendale a few weeks ago from Burbank, where he said to have resided in an apartment house and he had formerly lived in Los Angeles for several years. He had been twice married, his second wife dying about three years ago. An inquest will be held.

BANK FRAUD HUNT.

TOTAL AMOUNT NOW
£150,000.

EUROPE SEARCHED.

It is now believed that the gang of swindlers who obtained £30,000 from banks in London and Brussels by means of forged letters of credit, have within the last few months made at least £150,000, says the *Daily Express* of June 30th.

No such colossal frauds have been committed in England since the famous Bidwell gang came to London from America sixty-five years ago and received more than £100,000 in gold from the Bank of England in return for forged bills of exchange.

The four members of that gang were caught because when they went to cash the last bill for £25,000 it was noticed that the document was not dated. That slight error led to their arrest.

Narrow Escape.

The principals in the present crime narrowly escaped capture. The astuteness of the manager of one of the London banks all but led to their undoing. It is most unusual for letters of credit to be issued for large amounts, and when the swindlers presented their letter of credit with a request for £10,000 the manager, although he could detect nothing wrong, decided to have further confirmation, and asked his callers to come for the money on the following day.

They did not do so. They went to other banks in West London, fleeing them of about £50,000 in all, and flew to Brussels in an airplane which they chartered, at Croydon.

They visited other banks in Brussels, which they swindled to the extent of at least another £20,000.

There is little doubt that this is the same gang that has been responsible for passing forged cheques—one was for no less than £20,000—in various Continental cities during the last eighteen months, and the Scotland-yard detectives who are investigating the frauds have no illusion about the clever type of men responsible for them.

"It is obvious," said a bank manager to a *Daily Express* representative, "that this gang has not only an intimate knowledge of banking business, but includes extremely clever forgers."

£1,000 Forgery.

A cheque for more than £1,000 was cashed only a few weeks ago at a bank in London. It was afterwards proved to be a forgery. It was a marvel of ingenuity, and the forgery was so cleverly done that it would not be in the public interest to detail the actual methods employed.

The London detectives, who are working under Chief Constable Wensley, are convinced that one of the gang is employed in an Italian bank, where the letters of credit were supposed to be issued on the banks in London. Everything in the documents was in order, and before they were presented the banks themselves had received a specimen signature of the holder.

One of the wanted men was described by Scotland-yard as being a native of Brazil or some other part of South America. He is tall, smartly dressed, and has a dark complexion. He is believed to be an international criminal who has been convicted of similar frauds in France and America.

His name and description were telegraphed to the Belgian police by Scotland-yard, and a reply was received that this man was seen in Brussels soon after the arrival of the Croydon airplane, by which two of the gang travelled.

A strict watch is now being kept by the police in all Continental cities and at seaports and aerodromes. The general opinion, however, is that all the members of the gang will make their way to America.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 22nd.	
Paris	124.175
Brussels	34.601
Amsterdam	12.081
Berlin	30.371
Copenhagen	18.19
Vienna	34.431
Helsingfors	193.3/16
Lisbon	213/64
Bucharest	7851
Buenos Aires	475
New York	4.56.3/16
Geneva	23.251
Milan	92.831
Stockholm	18.191
Oslo	18.191
Prague	1841
Madrid	29.44
Athens	375
Rio	51
Bombay	1/5.29/32
Yokohama	1/101
Shanghai	2/71
Hong Kong	2/01
Silver, spot & forward	271

THE MURDER OF DR. SEYMOUR.

STRONG NOTE PRESENTED BY U.S.

GOVERNMENT DEMANDING MURDERER'S PUNISHMENT.

SHANGHAI, July 19th.

According to a despatch from Washington, the American Government has authorized the delivery of a note to Dr. C. T. Wang, Minister of Foreign Affairs, demanding the punishment of the murderer of Dr. Seymour, the American missionary who was killed by Nationalist troops at Tsinning. This is reported to be the strongest of a series of protests on this subject, and to be most severely worded.

Although it was not possible to learn from local American officials what the exact contents of this note were, it is, however, known that a Note on the subject of Dr. Seymour was presented recently.

A Dastardly Crime.

Dr. Walter Seymour met his death at the hands of the soldiers, while remonstrating with them as they were pounding on the door of a girls' school adjacent to his own mission.

It appears that the Kuomintang soldiers entered Tsinning on April 16th and immediately began to loot mission property there. When they came to Dr. Seymour's mission, he politely showed them through the grounds and building and saw them to the gate of his compound. Then, he saw the soldiers making for the girls' school, and realizing the peril in which the girls found themselves, he left his mission compound and went out on the road.

Several soldiers attempted to seize Dr. Seymour, but he tore himself loose, ran back into his compound and bolted the door. The soldiers then fired through the door, and two bullets struck the missionary, one passing through his left arm, the other through his heart. His clothes were torn open and he was robbed of his watch and loose money. Mrs. Seymour and a missionary colleague, Dr. Ennes, rushed to him but he never regained consciousness and died in 15 minutes. Dr. Seymour had been with the Presbyterian Mission in China for 35 years.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

JULY 23rd, 1928.	
R.K. Banks	\$1.29 1/2 buy, 1.300 sel.
Do.	London 2.140 nom.
Chartered Banks	222 1/2 buy.
Mercantile Banks, A. & C.	238 nom.
Do.	0.21 1/4 nom.
P. & O. Banks	223 nom.
Bank of China	47 1/2 buy.
Canton Insurance	46.30 buy.
Union Insurance	34.3 buy.
North China Ins.	1.14 1/2 buy.
Yangtze Insurance	M. 50 nom.
China Underwriters	32 1/2 buy.
China Fire Insurance	32.40 buy.
Hong Kong Fire Ins.	37.25 buy.
Douglases	32.4 buy.
H.K. Steamboats	32 1/2 sel.
H.K. Tugs	33 nom.
Indo-China (Ind.)	33 buy.
Do.	370 nom.
Shell Transport	100/0 nom.
Waterboats	32 1/2 buy, 20 1/2 sel.
Benguet	11 1/2 buy.
Kanai Mining Admin.	50/0 nom.
Langkate (combined)	11 1/2 sel.
Do.	11 1/2 sel.
Shai Explorations	2.45 nom.
Shanghai Loans	1.34 nom.
Bankers	1.60 nom.
Tonghai Mines	176 nom.
H.K. & W. Wharves	11.33 nom.
H.K. & W. Docks	140 buy.
China Provident	44 sel.
Hongkong	1.16 nom.
New Engineering	1.107 nom.
Shanghai Docks	1.107 nom.
Ewo Cottons	3.80 buy.
Oriental Cottons	3.24 sel.
Shai Cottons (old)	514 nom.
Do.	271 nom.
H.K. & S. Hotels	33.80 nom.
H.K. Lands	568 buy.
Shanghai Lands	1.138 buy.
Humphreys Estates	14.35 buy.
H.K. Realties	48 sel.
H.K. Tramways	24.50 buy, 24.80 sel.
Peak Tram (old)	113 buy.
Do.	88 nom.
Star Ferries	34 1/2 buy.
China Light	114 sel.
Do.	111.35 sel.
Do. (1928 issue)	111.55 nom.
H.K. Electric	481 buy, 482 sel.
Do.	347.35 nom.
Macao Electric	382 buy.
Telephones	11.36 buy.
China Buses	11.10 buy.
Singapore Traction	11/8 nom.
Do.	17/6 nom.
China Sugar	324 nom.
Malayan Sugars	324 nom.
Canton Ice	38.70 buy.
Cementa (combined)	39.35 nom.
Do.	34.40 nom.
Do.	11.55 buy.
H.K. Paper (old)	34 buy.
Do.	35.40 nom.
United Asbestos	30 sel.
Daily Furnace	21.50 buy, 21 sa.
Yokohama	11.6 sel.
Der A Wings	30.50 nom.
Lane Drawbridge	32 sel.
Mackintosh	320 nom.
Sincores	391 nom.
Wm. Powells	32 buy.
H.K. Amusements	32.24 sel.
H.K. Constructions	31 sel.
H.K. Indus. G.B. Bonds	60% nom.
H.K. Govt. Loans	67% prem. buy.
buy—bayers; sel—sellers; sa—sales; nom.—nominal.	



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WOMEN CHEER MRS. PACE.

DEMONSTRATION AT MURDER TRIAL.

SENSATIONAL ADMISSION BY PACE'S MOTHER.

Gloucester, July 2nd.
Extraordinary demonstrations of sympathy by thousands of women for a widow on trial for her life were made here to-day, says the *Daily Express*.

[It will be remembered that at the close of the prosecution the judge held that there was no case to go to the jury and Mrs. Pace was accordingly acquitted.]

It was the climax of the six months agony and ordeal of Mrs. Beatrice Annie Pace, of Coleford, who stood at the bar of Gloucester Assize Court on trial for the murder of her husband.

On the adjournment, crowds of women waiting in the street followed a little party of Coleford people with whom were Dorothy and Doris Pace, the two daughters of Mrs. Pace, and Leslie, her son.

The children were taken to the Gresham Hotel near the Assize Court for tea, and the crowd outside attempted to see them. Women climbed to the windows of the hotel and forced the door. Nothing would satisfy them until Mr. Snulley, the landlord, appeared, holding Doris Pace with one hand and Leslie Pace with the other.

Girl and Doll.
The crowd cheered uproariously. "Where's the doll?" they called to Doris, and the little girl had to hold up the toy that had been given to her by a sympathiser. The child, driven returned to the hotel, but the crowd grew thicker. It was impossible for anybody to move in the street, and a telephone message had to be sent to the police station for assistance.

Two mounted constables and men on foot were sent to clear a way before the hotel. The mounted police had to ride the crowd back before it was possible to bring Mrs. Pace's children out to the motor-omnibus which was waiting to take them back to Coleford. Even then, women followed the omnibus in an attempt to get a sight of them.

Mrs. Pace was smuggled out of a back door of the courthouse to a motor-car which took her the short distance to the prison, and a large number of people, mainly women, waited to cheer her as she was driven away.

Mrs. Pace was brought from her hospital cell in Birmingham Prison to Gloucester by motor-car early this morning and slipped into the court by a covered passage at the back to escape the thousands of people before the main entrance who were hoping to see her arrival.

She was quite composed when she entered the dock with the two wardresses at her side.

Woman Barrister.
Lady Horridge, wife of the judge, had a place near her husband. A woman, too, was among the barristers, Mrs. Earengay, with wig and gown, assisting the defence, for which her husband is junior counsel to Mr. Norman Birkett, K.C.

"Not guilty, sir," pleaded Mrs. Pace, her voice under firm control, in reply to the formal charge by the clerk of assize, but a moment later, when the words "wilful murder" were recited to the jury, she broke down. She gave a little gasping sob, and smothered her face in her two hands.

One sensational piece of evidence was given by Mrs. Elizabeth Porter, mother of the dead man. She was being cross-examined by Mr. Norman Birkett.

It is part of the defence that Harry Pace died from acid poisoning administered, and the crux of counsel's cross-examination hinges on that contention. Mr. Birkett, with that point in mind, dragged out a secret from the life of the grandmother in the witness-box, and he gained a tight-lipped reluctant admission that twenty years ago she had an illegitimate son.

The boy, she said, had been adopted. A death certificate was produced showing that this son, half-brother of Harry Pace, had died a year ago by his own hand, a suicide while of unsound mind. This sudden revelation was the first the mother had ever heard of this tragedy.

UNITED ASBESTOS ORIENTAL AGENCY.
LOSS ON TRADING.
REPORT FOR PAST YEAR.

The annual meeting of the United Asbestos Oriental Agency, Ltd., will be held at the offices of Messrs. Dodwell & Co., on Tuesday, August 7th, at noon.

The loss on trading for the year was \$3,367.40. After transferring \$20,000 from reserve fund, \$20,000 from equalization of dividend fund and \$11,000 from reserve for launch repairs and renewals, the profit and loss account shows a credit balance of \$12,272.04, from which must be deducted the debit balance of \$11,750.42 brought forward from last year, leaving \$521.62, which it is proposed to carry forward to a new account.

WOMEN MOB A GRAVE.

SCENES AT FUNERAL OF MRS. PANKHURST.

HISTORIC EMBLEMS.

Hundreds of women surged round the grave when Mrs. Emmeline Pankhurst was buried in Brompton Cemetery on June 18th.

One or two wreaths were trampled on, and it seemed for a moment as if some of the mourners standing at the extreme edge of the grave would be pushed in, but the police succeeded in keeping the people back.

The service lasted but a few minutes, and immediately it was over crowds of women rushed towards the grave and formed a queue to pass round it.

They were the comrades who, twenty years ago, had supported her faithfully through her arduous suffragist campaign. They brought out their old faded colours, their ribbons, banners, and hat trimming of white, green and mauve, and rallied loyally round the coffin of their dead leader, shedding tears by the open graveside.

The service was held at St. John's Church, Westminster, close to the site of some of the most famous scenes in the campaign.

Brooches As Symbols.
Middle-aged, tired-looking women, grey-haired and weary-eyed, greeted one another sadly. Many of them were shabby clothes, and in the corners of their coats they had pinned their old brooches, those symbols that they had suffered imprisonment for the sake of the vote.

The flowers they sent were tributes of their affection. White, mauve and green wreaths were scattered in all directions, white cushions with green and mauve ribbons on them lay near the humble bunches of mauve and white flowers that had been laid there at the last moment. Across the top of the coffin, extending throughout its length, lay a cross of flowers of the colours of women's franchise.

Familiar faces appeared among those of the old-time suffragettes. Mrs. Baldwin sat near Lady Astor, while Mr. Henry Nevins, the writer, Commandant Mary Allen, head of the women police, Miss Nina Boyle, Mrs. Petrick-Lawrence, and Mrs. Flora Drummond were among those present.

Green, White, And Purple.
Two tall young women walked slowly up the church. One carried a Union Jack draped with a black flag, the other a green, white and purple banner.

The funeral service included Mrs. Pankhurst's favourite hymn, "Sun of my soul," and was conducted by the Rev. Hugh B. Chapman. The Rev. W. F. Geikie-Cobb gave an address, touching on the tragic side of Mrs. Pankhurst's struggle as the leader of the votes-for-women movement.

At the entrance to Brompton Cemetery hundreds of old suffragettes linked themselves together. Here it was noticeable that some of the women were wearing the actual clothes in which they had taken part in their old campaign.

The coffin was taken from the silver motor-car. Old suffragettes gathered round it and helped to lower it to the ground. By the open grave, Miss Christabel Pankhurst, red-eyed and tearful, was supported by one of her friends. Her sister Sylvia, wearing a large black hat, stood a little distance apart. Women friends nearby were looking after her baby.

Purple cords were handed to the old suffragettes, who included Mrs. R. Massey, Miss Brackenbury, Mrs. Arthur Marshall, and Miss Haig. Slowly the coffin vanished from sight, and the large purple, green and white flag dipped lower.

CINEMA NEWS.
"FORTY WINKS" AT THE WORLD.

"Forty Winks," which has been described as a comedy drama with many thrills, is shown at 5.15 and 9.20 p.m. at the World to-day and to-morrow.

Raymond Griffith is cast as "Bertie Wooster," type of aristocrat, funny to everyone except himself, who, however, always does the right thing at the right time. Viola Dana, Theodore Roberts and Anna May Wong prominently are also in the cast.

At the 2.30 and 7.15 shows, the Chinese Western Drama, "Chang Wen Ziang" was shown.

At The Star.
The combination of cast and story in "The Coming of Amos," the Cecil B. De Mille production which comes to the Star to-day and to-morrow makes this picture unusual.

Headed by Rod La Rocque, the list of players includes Jetta Goudal as the villain, and Trizie Friganza as the heroine. The picture is a melodramatic comedy. The picture swings between tense dramatic situations and humorous incidents, with gorgeous spectacles of life on the Riviera as a colourful background.

DISPUTE OVER USE OF DOWRY.

HUSBAND'S CONTENTION.

MARRIAGE IN ORDER TO INCREASE BUSINESS.

During the hearing of a matrimonial case at Southport on June 18th, the wife said that in the course of her short married life her husband made her a "present" of a fur coat which cost £40, but he bought it with her money. He then wrote and asked for another cheque, and she told him he "had a good cheek" when she had given him so much money already.

Mr. R. W. Brighouse, who appeared for the wife, said she was a Scottish Jewess, and asked: "You don't come from Aberdeen?" The wife: No; from Glasgow. (Laughter.)

The case was one in which Rebecca Saffman, of Hart Street, Southport, summoned her husband, Moses F. Saffman, a master tailor, and asked for a separation order against him on the ground of neglect. The evidence for the wife was that they were married in October last, and within the first three months she alleged her husband borrowed from her sums amounting to £265. When she called a halt, said Mr. Brighouse, he was never satisfied. He treated her abominably, and was at her all day trying to get money out of her. He said he was not going to keep any man's daughter for nothing.

Correspondence was read in which reference was made to a marriage dowry, Mr. Brighouse observing that the contention of the defence was that the wife had agreed to pay her husband £250, and that she had not fulfilled her bargain. "They are contending," said Mr. Brighouse, "that this gentleman is of such value in the marriage market that according to the Jewish rites he is entitled to say his wife agreed to give him £250." It was further stated that he had told his wife that the profits from his business amounted to from £12 to £14 a week. Mr. Brighouse hinted that proceedings would be taken to decide whether the money had been lent by the wife or not.

Ten Years On Her Age.
In cross-examination Mrs. Saffman admitted that she gave her age as twenty-five on the marriage certificate, whereas it was thirty-five. She said this because her husband told her to say she was twenty-five "to let the world know he had married a young girl." She admitted that she still had over £400 in the bank.

For the husband it was submitted that it was because his wife fixed her age at ten years younger than she really was that he married her. It was arranged that the wife should give him a sum of money considerably in excess of the amount that had already been paid, in order that he might use it in the business. The money he had received had been spent partly on the wife, partly on the business, and partly on furnishing the house. He was barely getting a living from his business, and he had been living for some time on capital.

In cross-examination Saffman said it was the custom in the Jewish community for a bride to bring her husband a dowry, but he did not insist on receiving the money agreed on at the time of the marriage, because he trusted his wife. It was understood from the beginning that the marriage was in order to increase the business.

Mr. Brighouse: She was not investing her money in a good business.—No.

It was not the business she was investing her money in, it was you.—Yes.

You were the return for the £250?—That was the arrangement. She struck a bad bargain?—I don't know.

A separation order was granted, Saffman to pay his wife 30s. a week.

Saffman asked that his wife should give the marriage lines to him, as he had paid for them. Mrs. Saffman: With my money. The defendant denied this, and the Clerk pointed out that he could get a copy for a few shillings. He remarked that the matter was one to be dealt with elsewhere. In the meantime, possession is nine points of the law," he added.

"DROPSIES."
WHAT THE MOTOR TRADE CALLS BRIBES.

Captain Eric Roy Burton, of Stanley-gardens, Kensington, W., manager and head salesman to a firm of motor agents in New Bond-street, W., claimed damages in the King's Bench Division for slander from Mr. Stafford F. Hillier, a dealer in second-hand cars, of Wellington Garage, Ledbury-road, Westbourne Grove, W.

Captain Burton alleged that Mr. Hillier charged him with taking secret commissions. One of the statements was: "I cannot buy any second-hand cars from Captain Burton because I am not prepared to give him 'dropsies'—a motor-trade expression meaning bribes. Because of the charges Captain Burton had to give up his directorship in Eustace Watkins, Ltd."

Mr. Hillier denied making the statements. The jury awarded a farthing damages, and judgment was entered with costs.

SPARKLING WITH PEP!

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CYRUS THE GREAT.

TEHRAN, June 18th.

It is understood here that the German archaeologist Professor Hartfeld is in the service of the Persian Government, and is now carrying out excavations near Mesabi, Morghabbetun, Shiraz, and Persepolis.

He is reported to have discovered there a few days ago a statue said to be more extensive than that at Persepolis. He has also unearthed the upper part of a stone statue engraved with Roman characters and believed to be of Cyrus the Great, the founder of the Persian Empire, who lived in the fifth century B.C.

The work of excavation is continuing in the hope of finding the missing lower part of the statue, as well as other objects.—Reuter.

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SUGGESTIONS FOR PREVENTING WASTAGE.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS,"]

SIR,—Your excellent leader this morning on the Government's responsibility, in view of the perennial water shortage hits the nail hard on the head, driving home the lack of energy shown in facing an unpleasant feature which is rapidly approaching a very serious crisis.

One who goes about with open eyes can not but be struck by the fact that all discussions, official and otherwise, are of the long range variety and carry no comfort to us of to-day, who have to go without, or who get a black eye with perhaps a \$3 fine, without the option in a scuffle at a street tap.

May I through your columns attempt to bring the discussion to a closer range. First let us take the period allowed for drawing water during restriction time.

It shows an extraordinary lack of vision and common sense not to have any half way measures between full supply and two hour rationing. Widely spread restrictions as a first step, say from 9 a.m. to 3 a.m., where water is least in demand, and probably the wastage greatest, would inflict far less hardship than the present arrangements.

As required, further restrictions could be introduced gradually, leaving the two hour period as an extreme measure.

The results would be less hardship, less bad feeling, and less waste of water than under the present system.

Street watering uses a lot of water which is called unfiltered, but surely unfiltered water can easily become filtered thus adding to the total available supplies?

We have all read a very elaborate report on why salt water is too expensive for street flushing, but here again there are simple measures at hand, not to be despised in emergency, which will save water, clean the streets, and prevent diseases which may become epidemic if the water shortage becomes serious.

Downton pumps, such as are found on all vessels for washing decks or for fire purposes, could easily be placed at intervals along the Praya, from which street carts could fill up with water from the harbour. These are worked by hand and would afford excellent exercise to the omnibus charioteers who guide the lethargic bullocks on the rare occasions on which the streets are watered. This method is of course impracticable for anywhere but the low levels, but half a loaf is better than none at all, and it is the low levels which require flushing more than any other.

Another alleviation to which our rulers and guides might condescend is again so simple and obvious that in any other place but Hong Kong, one would suspect a catch.

If it is an offence for one person to drive at 30 miles per hour in certain districts, which can only be condoned by a fine of \$10, how much greater an offence is it for ten, or one hundred thousand persons, to waste 30 gallons of water?

If the former is a statutory offence which may damage one or two persons, how much graver an offence is the latter which certainly will damage great numbers?

Go into any block of offices or public buildings, hotels, etc., and see the leaking taps allowing water to run to waste through sheer carelessness. Multiply what you see as many hundred thousand times as you think there are taps, remembering that if one sees this waste in the Central Districts, supposedly inhabited by the fine fleur of modern intelligence, how much greater must such carelessness be to any criminal waste in the outlying districts, and you reach a figure for wasted water which added to that wasted by burnt stoves left unattended to for hours or even days, which can not be very far behind the consumption figures. Human nature being what it is, there is only one way to stop this carelessness, and just as it is a Policeman's job to hale anyone to court who endangers life by his carelessness, so it should be someone's job to do the same to water wasters.

Imagine the salutary effect on the water consumption if the bathroom coolie of a hotel, and the owner, or the office coolie and the head of the firm had to appear before the Bench charged with aiding and abetting a wanton and careless waste of water in their respective buildings.

If inspectors are empowered to enter premises looking for mosquitoes it seems sheer straining at the gnat not to empower them to do the same to look for leaking taps and water wastage, and to proceed against the tenants and landlord where they find waste and neglect. There is still another project which might help towards the laudable object of saving water.

(Continued on next Column).

BRUTALITY OF CHINESE RAIDERS.

TWO CHILDREN BURNED TO DEATH.

ANARCHY IN CENTRAL CHINA.

"I mentioned to you the raiding of the outstation village Tientze three weeks ago," writes a *Central China Post* correspondent. "The captive we were most interested in escaped with his keeper while the band was raiding a fortnight later."

Where do the many bands obtain their rifles? They hire them from the militia who share a large part of the spoil. Ten days ago another Christian district was passed through and two brothers driven off into the Shensi mountains. Since I wrote three weeks ago the raids in the neighbourhood have been nightly. An old man was dragged over hill and dale till he fell down dead. A man seeing the band approach fled and was shot. Two girls were carried off. A band appearing, adults fled and two children were burned to death in the house.

This morning a cross-road was occupied to capture refugees returning from work on the Farm and the Homestead. The incidents are additional to the daily toll of captives, ten more or less, and only concern the outskirts of the town.

Instead of rising against the brigand bands there have been risings against their systematic oppressors. A thousand rose against the taxers of agricultural implements and cooking apparatus and a hundred farmers were slaughtered. This was at Nankow, 60 miles within Yunnan border. It is reported that Kuichow rose and got exemption for the time being. A village west of Loehokow rose and slaughtered a regiment that passed through here. Two men escaped by swimming the river. Part of Fancheng was looted and burnt by a regiment of the same command. The displaced general has been appointed to Nanyang where he ruled in the dynasty time. The students went to Haishan and robbed all the summer houses. Now the furniture is stolen and the fittings are all destroyed. The last general (Shi Chang) to arrive called and promised to vacate the Norwegian foreign built house at Sichuan Hsien. His manager (Tan Mu) called and listened to all the distressing stories of what is happening. Village militia must not arm with rifles seeing both brigands and military covet arms of all sorts more than silver and opium. The river is dry and the heat is intense. There was rain sufficient just to save the wheat. The maize is languishing.

The writer vividly remembers on his first visit to a Government office in search of a Second Mate's certificate, how he was confronted by a notice, engraved on bone and attached to every switch, enjoining the switching off of light when not in use. Such a deep impression did this make that to-day a lamp burning unnecessarily causes mental discomfort.

Undoubtedly the psychological effect of such a notice, compulsorily fixed to every tap, public and private, would in conjunction with other measures, be very great.

One would also like to suggest that in such an emergency, even an American habit might be copied.

Why not adorn the lamp posts, etc., with slogans such as: "Where there's waste, there's want," or "The gallon you waste to-day you will need to-morrow," etc.

One other suggestion, which, small in itself, would aid in attaining the desired result. How many years is it since all the silt was cleared out of the Reservoirs?

It is very probable that the storage capacity of all of them is very considerably less than that given owing to their gradual silting up.

We entertain at very considerable expense to the Community a number of guests—undesirable and undesired—whose time seems to be occupied in rejoyicing round shot from one place to another and back again. This is varied by other unproductive work, such as picking oakum, etc. Why not turn a squad of our guests loose in the Pokfulam reservoir, as a commencement, to remove the hundreds of tons of silt lying there? At the same time they could be cutting away the sides and banks, considerably increasing the storage capacity, at very little cost, to the Colony.

The above are but a few thoughts engendered by the obstinate question of water shortage, and one certainly gets the impression that if the Authorities would not keep their vision fixed so hard on the heights, they would see far more of the obvious that lies under their feet.

As you so aptly say, what the devil do we care about Kowloon's troubles in ten years time, if we are all threatened with dryness and bathlessness to-day, and although it may be granted that it is the duty of the Government to take long views and think of to-morrow, one which thinks only and always of to-morrow, and forgets to-day, is singularly failing in its responsibility.—Yours, etc., A. B. C.

WHY SHOULD NOT CHINA PAY?

TREATED AS A SPOILT CHILD.

THE COST OF THE FOREIGN MILITARY FORCES.

If China, by failing to put her internal affairs in order, necessitates a heavy and continuous expenditure on the part of other Powers to protect their nations, is it not in accordance with fundamental justice that China should bear this expenditure, until it becomes unnecessary?

In posing that question, I am quite prepared, continues Mr. Pratt, to meet the howl of execration that will surely arise when this article meets the eyes of those whose business it is to represent China as the much and long suffering victim of foreign machinations. But I am of opinion that it is about time that someone should second, however feebly, the efforts of Mr. Rodney Gilbert to present facts fairly and squarely. China has been treated as a spoilt child for much too long. Even in these days of alleged decadence we are well aware that the child—as soon as he is old enough to know fight from wrong—must be severely punished when he commits a fault. Otherwise he will grow up to be a man of no use to himself and a nuisance to others.

Is The Assumption Unfair?

The assumption is made that China does know right from wrong. It follows, therefore, that if China commits an international wrong she deserves punishment. That is a preliminary postulate, and lest it be questioned it is perhaps as well to support the contention. It is not necessary to delve into ancient history to show that, when a nation commits an international fault, it is punished. The writer has no desire at all to discuss the responsibility for the Great War.

Millions of Germans believed in 1914, and believe to-day, that Germany was compelled to go to war because she was intended to be the victim of an encircling movement designed to bring about her national strangulation. Whether that view was right or wrong is immaterial to the question under consideration. The Great War came about, and caused tremendous loss of life and wealth. Many of the countries directly or indirectly concerned are still suffering from that ghastly misadventure.

The Case Of Germany.

As a result of deliberations between the representatives of all the more important countries in the world, it was decided that Germany should, as far as possible, make compensation for the damage caused to other nations. Again the writer wants to make it clear that he is neither supporting nor attacking that decision. It is sufficient for the purpose of this article to postulate that such a decision was made without protest except from Germany herself. Here then we have it laid down as a principle that a nation, even when it has a bona fide belief that it is battling for national existence, must play the cost of hostilities between it and its adversaries. For some time after the Armistice Entente troops were maintained at Cologne and elsewhere at—and this is a most important point—Germany's expense.

What About China?

The offences against humanity committed by China are of a different and a much baser grade than those charged against Germany. Since the beginning of her intercourse with more civilized nations China has adopted a rabid anti-foreignism has been shown in every part of the country since the treacherous murder of Mr. Margery, and was displayed in its most spectacular form in the Boxer Outrages, which began with the murder of a British missionary, Mr. Brooks, in Shantung. For the first time the Powers united in penalizing China for her flagrant misdeeds, and she was sentenced, to pay exemplary damages—and costs, to use semi-legal jargon. This punishment was effective until the Revolution in 1911. Since then anti-foreignism has been more rabid than ever—except when Yuan Shih Kai's strong hand kept Young China in its place—and the murder or kidnapping of missionaries has become an event of such little "news value" that of late years the press has paid them but little attention. The outrages at Nanking and Tainan were, however, too large a scale to escape notice, though the murder of two American missionaries a few months ago has been allowed to pass with merely a mild protest.

(Continued on next Column).



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\$52,000. JEWELLERY ROBBERY IN SINGAPORE.

CHINESE ROBS HIS GREAT AUNT.

SINGAPORE, July 17th.

A sensational gang robbery was committed at one o'clock this morning at a house in Yio Chu Kang Road occupied by a Chinese lady named Mrs. Lee Tae Leow, who was robbed of jewellery valued at \$52,000. This lady is a relative of Mr. Lim Peng Siang, chairman of the Ho Hong Bank.

A remarkable feature of the affair is that the robbers were led by Lee Siu Heng, the 21-year-old grand-nephew of the victim. Yesterday afternoon this youth left the house after a dispute with his great-aunt, and did not return. When the house was locked up for the night he was still absent.

At about 1 o'clock this morning, there was a knock at the door, and the young man's voice was heard, asking to be admitted. The door was opened by a servant girl, and immediately four black-coated figures, who were standing beside the young man, followed him in. He was armed with a knife, and warning the servant girl not to raise an alarm, he led the robbers, two of whom had pistols, to the sleeping apartment of the household.

The sleepers were awakened and herded into a room. From the terrified Madam Lee Tae Leow, her grand-nephew obtained the keys and he and his companions rifled the jewellery boxes. Those which it was found difficult to open were broken. No cash was taken. Among the stolen jewellery were five rings valued at \$80,000.

No arrests have yet been made. A reward of \$250 is being offered for information that might lead to the arrest of any of the robbers. The nephew is described as being 5½ feet in height, of light complexion, thinly built, with long features.—*Straits Times*.

The expense of maintaining garrisons at Peking, Tientsin and elsewhere is far from being inconsiderable. These garrisons are necessary because experience has shown that the character of the Chinese is such that no chance can be taken. A rebellion could take place in any other country in the world—except perhaps in Russia or Mexico—without the lives of foreigners being endangered. But in China at such times they are endangered, and this accounts for the presence in Shanghai to-day of British, American, Japanese and French military forces.

Why should the tax-payers in these and other countries have to pay the cost, when the despatch and maintenance of these forces is directly attributable to the Chinese? By what law of reason, common sense or logic should Germany be compelled to pay while China escapes Scot-Free?

(Continued on next Column).

JAPANESE COAL MINES.

WGMAN AND CHILD LABOUR TO BE STOPPED.

Tokyo, July 10th.

The authorities are moving to put an end to the employment of women and children in coal mines, and to prohibit night shifts for them, the latter being from 11 p.m. to 5 a.m. It is believed that this is due to pressure being brought to bear by the League of Nations and that, further, the Japanese Government desires to accelerate these changes in view of the fact that the Government of India recently prohibited the employment of women in coal pits there. For several years, labour associations here have been protesting against the employment of women and children on night shifts, and especially in coal and copper mines. The Government has been sympathetic towards the protesters, but such opposition was put forward by owners and operators that the proposed changes have had to be postponed again and again.

Now, however, the Government has resolved to make drastic changes, extending over a period of five years, during which time the mine-owners will have to eliminate women and children from the night shifts. The new rules are to be published in the Official Gazette about the beginning of August and will come into force on September 1st. Provision has also been made to reduce the working hours of miners in general to ten hours and owners will be given two years' time to carry out this other change.

—N.C. Daily News.

AMERICAN'S \$5,000 JEWELS LOSS.

STOLEN FROM A LONDON HOTEL.

London, June 30th. Jewellery, stated to be worth more than \$5,000, was stolen this morning from a suite at the Green Park Hotel, Piccadilly, W.

It belonged to Mrs. Joseph B. Dickson, a wealthy New York visitor who occupied rooms on the third floor of the hotel.

Mrs. Dickson said to a reporter: "I left the hotel at 10.30 in the morning and came back at 5.30. I found that the door leading from my bedroom to my sitting-room was locked on the inside."

"I had this opened by the porter. Later I found that a suit-case had been opened and that the jewellery inside, including some beautiful diamond bracelets, diamond earrings and other articles, was missing."

"There was no sign of damage to the suit-case and nothing else in the room was touched."

"It looks as though the intruder had a key for my suite and also a key for the suit-case."

"Detectives went to the hotel, examined the entries in the visitors' book, and made other inquiries."

CANTON MERCHANTS' PROTEST.**OPPOSITION TO BOYCOTT COMMITTEE.**

DAMAGING CHINA MORE THAN JAPAN.

SCHEME THAT MEANS RUIN.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, July 23rd.

The Canton dealers in piece cloth goods, foreign paper, coal, marine products, electric supplies, foreign canned goods, and hardware have issued a protest against the payment of 30 per cent. of the cost price of their Japanese goods as demanded by the "Committee for the Severance of Economic Relations with Japan." It will be remembered that the Committee declared that from July 18th, no merchant should order any goods from Japan unless compelled by necessity; that from July 21st to the end of the month all Japanese goods in stock must be examined and registered by the Committee; that the merchants concerned shall pay the equivalent of 30 per cent. of the cost price of the goods towards the funds for the promotion of native industries; and that from July 25th no one shall use Japanese money or send money through Japanese banks, and no more importation of Japanese goods shall be allowed.

NOT A PRACTICAL METHOD.

These merchants contend that while these rulings may sound very well they are at a loss to see why they should be made to pay the 30 per cent. assessment. They are of opinion that this extremely heavy taxation, if carried out, would spell ruin to many of them. They point out that this is not a practical method for raising money for the promotion of native industries. "Such money will of necessity have to come from some other source. If the Committee ever tries to carry this out, it will surely meet with opposition. They do not understand the position of the merchant. They think that all the merchants are simply capitalized. As a matter of fact we are just the opposite. Most of the merchants in Canton possess only a very limited amount of capital. Very often the cost price of their goods in store greatly exceeds their reserve capital. This being the case where do we get our money? We resort to borrowing and often times get goods on a letter of credit.

"This is the condition of business. If the Committee demands this 30 per cent. of the total cost price of our goods, we feel positive, even if the entire cash reserve of each shop in Canton is exacted by the Committee, it would still not be enough. To press such a ruling is tantamount to closing up our businesses and forcing us into bankruptcy. This kind of thing will effect trade and currency most adversely and instead of harming Japan we shall be the first to suffer.

MERCHANTS' SUGGESTION.

"What the Committee should do, in our opinion, is to restrict or even penalize merchants ordering more goods from Japan after those regulations have been promulgated. It should allow merchants to sell their old stock of Japanese goods without any taxation, registration or any form of restriction whatever. If the Committee is going to collect the 30 per cent. assessment, how are we to fix our retail prices so as to enable us to make a little profit? It must be remembered that all forms of taxes, duties, assessments, and impositions are ultimately paid by the consumers."

The merchants affected are now bringing the matter to the attention of the various Canton merchant guilds, and Chambers of Commerce with a view to soliciting their help. They have even intimated that they will close up their shops sooner than pay.

BUILDING CONTRACTORS' DISPUTE.**WHAT IS A SET OFF.**

PERMISSION ASKED TO WITHDRAW AN "ADMISSION."

Interesting legal arguments were heard before Mr. Justice P. Jackson at the Summary Court yesterday morning when two contractors were the disputants in an action arising from the building of six houses on Inland Lot No. 694.

The plaintiff in the case was Tsang Shing Kee, contractor, who claimed from the Wing On Lung firm, also contractors, the sum of \$881.30 being the balance due for work done. Plaintiff was represented by Mr. A. el Arculli. The defendants also counter-claimed for the plaintiff the sum of \$697.90 as damages sustained after setting off the claim of \$881.30 of the plaintiff. In other words the counter-claim was for \$1,539.20. Mr. M. K. Lo was for the defendants.

Mr. Arculli asked for judgment for the amount claimed saying that in the counter-claim, Mr. Lo had admitted the liability. Furthermore, Mr. Lo's counter-claim was out of the jurisdiction of the Court as it exceeded the \$1,000 limit.

Mr. Arculli further said that there could be no question of inadvertence, mistake or omission. Mr. Lo had written him a letter which implied that the claim was admitted. The letter only said that they were going to file a counter-claim. A counter-claim, Mr. Arculli contended, could not be a set-off. He should be given judgment on his claim, and the counter-claim could be dealt with later. The counter-claim in itself was "bad" because it exceeded the \$1,000 limit.

His Lordship said that it would be establishing a dangerous precedent if a set-off were to be construed as an admission of the original claim.

In opposing Mr. Arculli's application for judgment, Mr. Lo said that the time when a plaintiff could rush into Court and get judgment on mere technicalities had gone by, and said that if an admission had been made, it was done inadvertently or for the purpose of simplifying the case.

Mr. Lo further said that his Lordship had the right—a right which had never been challenged—to give permission for an inadvertent admission to be withdrawn. His Lordship had the power of rectifying any errors due to inadvertence or omissions.

Mr. Lo then read items from the counter-claim which maintained that the plaintiff had stopped work and that he also, by force, had prevented other workmen from completing the job. Plaintiff was only a sub-contractor, and by his action the work was delayed and caused the defendants, who were the original contractors, to be fined by the owners. The defendants had also gone to considerable expense to get legal assistance and also to employ armed guards for the protection of the new workmen. The case was, however, adjourned on the application of Mr. Arculli who said that he had been embarrassed by the letter from Mr. Lo which he took to indicate that the defendants would admit the original claim and that he would only be required to contest the counter-claim, and for that reason he did not bring his witnesses into Court. He asked for costs for the adjournment, which were granted.

NEW TRAFFIC SIGNAL.

CORNER OF GARDEN ROAD AND QUEEN'S ROAD.

A "stop and go" sign has been installed at the junction of Garden and Queen's Roads. It is to be tried as an experiment and if successful the hand signals by day and light signals by night will be dispensed with. A light will illuminate the signal at night time. The object of the signal is to control crossing traffic, i.e., up and down Garden Road from and into Queen's Road. All traffic travelling in any other direction may do so without interruption, viz.:

Cars coming from the West proceeding East along Queen's Road Central will not stop though the "stop" signal is visible. Such cars must stop if they wish to go up Garden Road until the word "go" appears on the signal.

Cars coming from the East proceeding down Garden Road and cars proceeding down Garden Road going West can do so at any time without interruption. They must look out for pedestrians.

CHINESE LADY DRIVER.

SUMMONED BY MRS. C. G. MATHESON.

PRACTISE TURN BY REPULSE BAY HOTEL GARAGE.

At the instance of Mrs. C. G. Matheson, of "Huntingdon," Stubbs Road, a Chinese lady holding a learner driver's license was summoned before Major C. Willson at the Central Magistracy yesterday afternoon for dangerous driving on the main road outside the Repulse Bay Hotel on the morning of July 5th.

Inspector Alexander of the Traffic Department prosecuted, while Mr. Horace Lo appeared on behalf of the defendant, and entered a summons against the complainant's chauffeur for speeding.

The case for the prosecution was that the defendant's car was heading for Repulse Bay Hotel, when it suddenly attempted to turn round opposite the Garage. Had not the Indian driver of complainant's car accelerated the defendant's car would have hit it broadside on.

The defendant—a learner driver—was driving the car at the time.

Mrs. C. G. Matheson, giving evidence, said that they had just dropped a few friends at the steps leading to the beach, and were travelling at 15 m.p.h. towards Hong Kong. Suddenly the defendant's car appeared over the bridge and was apparently heading for the Hotel. Just as her car was opposite the petrol pump of the Hotel Garage, the defendant's car suddenly headed right at her car. Had her chauffeur not accelerated, the car would have certainly been hit. Both cars stopped and witness got out and asked the defendant—who was at the wheel—if she had a license. The defendant could not produce one. Witness then went to the Police Station and reported the incident to Inspector Alexander of the Traffic Department.

Turning At 18 m.p.h.

The Indian chauffeur told the Court that he first noticed the defendant's car coming towards them at about 8 m.p.h., and was heading for the incline. Suddenly it disappeared from his view and just as he was opposite the Garage he saw the car coming out of a turn at about 18 m.p.h. The driver was accelerating as she came out of the turn, and in doing so must have lost control.

Was The Car Speeding?

Mr. Lo then remarked to the Magistrate that he considered it impossible to accelerate to the speed mentioned by the witness in such a short space of time.

The Magistrate replied that the summons was not for speeding but for negligent driving. "Both witnesses have said that had they not accelerated they would have been hit by the other car."

Evidence For The Defence.

Mr. Johnstone Woo, a student, said that he was a licensed driver and at the time was teaching the defendant to drive. She went out every morning and had several times negotiated the same turn without any mishap. He considered that the complainant's car was travelling at an excessive speed of about 35 m.p.h. The driver of the complainant's car was only able to pull up in about five lengths of the car.

Inspector Alexander: "But the evidence we have had was that the driver had to accelerate to avoid the collision."

Both Summonees Dismissed.

The Magistrate then said that the defendant should not have attempted to turn at the spot in question with a five-seater Buick. The fact that the licensed driver beside her had to apply the hand brake showed that the car was moving quickly.

His Worship then remarked that Mrs. Matheson had done quite right in reporting the matter to Inspector Alexander. However, there was not sufficient evidence to sustain a charge of negligent driving against the defendant, and the charge would be dismissed with a warning not to select a spot like that to practice turning.

As regards the other summons the Indian driver did quite right in accelerating.

ROUND THE POLICE COURTS.

TRESPASSER CAUGHT AT STONECUTTERS'.

CHARGE OF ENTERING RANGE CANTEN.

Charges of being found on Stonecutters' Island without permission and of breaking and entering into the Range Canteen were brought against a young Chinese before Mr. W. Schofield at the Kowloon Magistracy yesterday.

The defendant admitted the first charge, but denied the other, stating that he had formerly been employed on the island as a painter and went there to look for a friend.

Marine F. H. Adams gave evidence of seeing the defendant loitering near the Canteen at about 2 p.m., on Saturday. At 2.30 p.m. the Canteen was closed and the people inside went to the beach. Witness later had occasion to visit the Canteen and saw a man inside. On hearing witness's approach, the man ran away and disappeared into the bushes. The defendant was caught two hours later on the launch pier and was identified as the man seen on the island in the afternoon.

The case was adjourned until this morning.

DAMAGE TO A BEACH.

Two coolies were charged before Mr. T. W. Ainsworth at the District Court (South) with damaging the shore at Lantau Island by removing sand without a permit.

Sub-Inspector Langley said that a coxswain was sent to investigate a report made by the villagers that two men were removing sand from a prohibited area marked by two sign posts on the beach and the defendants were brought to the station.

Mr. F. X. d'Almada, defending, argued that the sign posts could easily be shifted and the villagers may have done the excavation themselves to get the defendants into trouble. He submitted there was no direct evidence against his clients.

The Magistrate held that there was a doubt in the case and discharged the men.

OPIUM CARRIER'S EXCUSE.

A Chinese who was charged before Mr. R. E. Lindsell at the Central Magistracy with possession of 25 taels of Wuchow opium pleaded that he was hired by another man to smuggle the drug ashore from the s.s. *Tai Hing* and he took on the job as he was starving.

Remarking that the defendant did not look like a starving man, his Worship fined him \$1,500, or four months' hard labour.

A sum of \$500 deposited as bail was estreated when another defendant in an opium case failed to appear.

CYCLING WITHOUT A LIGHT.

J. Smith, a schoolboy, who was arrested in Carnarvon Road on Saturday night for riding a bicycle without a proper light, and was out on bail of \$5, failed to appear before the Kowloon Magistracy. The bail money was estreated.

AN ABSENT MINDED CONSTABLE.

A Chinese constable walked into the Kowloon Court wearing his hat and his act was observed by the Magistrate. The constable's conduct is to be brought to the notice of the Deputy Superintendent of Police for Kowloon.

\$5 FOR HYDRANT WATER.

A Chinese from Tai Kok Tsui was stated to have solved the water difficulty by taking some from a fire hydrant. The act cost him \$5 at the Kowloon Magistracy.

TINKERS PAY THE PENALTY.

Three travelling tinkers who advertised their presence in Wyndham Street with their cries were arrested by the police on Saturday. They admitted the offence at the Central Magistracy and were each fined \$1.

SERIOUS CHARGE DISMISSED.**UNRELIABLE EVIDENCE.**

MAGISTRATE'S COMMENTS.

The Chinese, employed by the Great Northern Telegraph Company who was charged with serious offences against a 13-year-old Chinese girl in his employment was acquitted by Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon.

Once again the Court room was crowded, and judging from the buzz of conversation following the Magistrate's decision the result was approved by the crowd.

Mr. E. H. Williams of the S.C.A. was for the prosecution and Mr. Leo d'Almada, Jr., appeared for the defendant.

An amuse at the defendant's mess said that the party was not on the 30th June as stated by the girl, but on the 29th. The girl came back to sleep at the house on the night of the party and stayed until the 30th. On the evening of the party the defendant was on night duty and returned home at about 11.30 p.m. She went to sleep at about 10.30 but heard the defendant open the door and switch on the light. On the night of the 30th—when the complainant said the incident took place, she (witness) was ironing clothes until nearly midnight and during that time complainant was asleep on her bed. Witness did not wake her up, and slept beside her. She was not disturbed during the night and when she woke the next morning the girl was still asleep.

What She Overheard.

When the Chinese detective came and took them to the S.C.A. Office, witness overheard the complainant's cousin tell her to say that her uncle was angry and her mouth gagged, and that was why she could not swear.

She also told the complainant to ask for compensation, and not to give out that she (the cousin) told her to say those things.

Magistrate: Did the girl at any time suggest to you that the defendant had molested her in any way?

—No.

Magistrate: Did you tell the S.C.A. everything you have told us?

Witness: Yes, everything except the date of the party.

Magistrate: But why did you not tell the S.C.A. that you slept on the same bed as the complainant on the 30th June.

Witness: I did not tell them that as they did not ask me.

Magistrate: You knew perfectly well what happened and it was your place to tell the S.C.A.

Witness also denied that the Chinese detective informed her of the assault.

At the conclusion of the witness's evidence the Magistrate remarked to Mr. d'Almada that it was obvious that the witness was lying.

Further evidence was called for the defence and the Magistrate then dismissed the case after commenting on the unreliable nature of the evidence. The complainant did not seem to know on what date the incident happened and it was difficult to believe her story about her hands being tied and her mouth gagged.

"THE WISEST COURSE."**ARMED ROBBERY TRIAL.****TWO YEARS' SENTENCE.**

Mr. C. A. S. Russ defending the sixth of the men arrested early in the month for armed robbery in Des Vaux Road West remarked in Court yesterday morning that "We have all been slandered in our lives, but what is the wisest thing to do? It is to say nothing." Mr. Lindsell, however, was not convinced that the accused man's silence was a proof of innocence and answered that the most dignified thing was not always the most natural. Despite Mr. Russ's plea of "It is the wisest your Worship," sentence of two years was passed on his client.

The defendant, who had been after arrest discharged by the police as not being concerned in the robbery, was charged yesterday at the Central Magistracy before Mr. R. E. Lindsell and Major C. Willson with being in possession of a dagger.

A Chinese detective giving evidence said that the defendant and his wife had been found on bed on the verandah of 635, Shanghai Street, when the police raided the premises the day following the robbery. The dagger was near the bed wrapped up in wall paper among some worn out shoes. The woman said the dagger was a household implement used for cutting fruit, and the defendant had neither contradicted his wife nor offered any other explanation. Mr. Russ here pointed out that "every married man knows it is a most dangerous thing to contradict a woman."

The defendant in the witness-box disclaimed all knowledge of the dagger, but said that the arrest of one of the sub-tenants of his house had led him to suppose that it might have belonged to him and he accordingly had made a statement to the police to that effect.

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INTIMATIONS.

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THE Undermentioned Certificates for 300 Shares in this Company, standing in the Name of JOHN MACONALD, Deceased, late of 2, Gloucester Drive, Potomac, Glasgow, have been LOST, and if at the Expiration of One Month from the Date hereof the following Share Certificates be not forthcoming, Other Certificates for the Said Shares will be issued by the Company and thereafter No Other will be acknowledged—

Certificate for	Shares.	No.
15	4822-4836	
20	4837-4896	
30	7030-7040	
50	22154-22203	
20	55357-55406	
75	73772-73846	
75	110177-110251	
300 Shares.		

A. S. WATSON & CO. LTD.
Hong Kong, 18th July, 1928. [65-4]

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R. S. CAMPBELL,
Secretary.
Hai Ho Conservancy Commission.
[65-01]

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INTIMATIONS.

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WE, the CHUEN ON STEAMBOAT COMPANY, LTD., of Victoria, in the Colony of Hong Kong, HEREBY GIVE NOTICE that in consequence of a Contract entered into by us for the Sale under another Name of the Ship hereinafter described, we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Ship "CHUEN CHOW" of Hong Kong, Official Number 137684 of Gross Tonnage 517.10 tons, Register Tonnage 294.35 tons, heretofore owned by us the CHUEN ON STEAMBOAT COMPANY, LIMITED, whose registered Office is situated at Victoria in the Colony of Hong Kong, for the Permission to Change her Name to "KONG SO" and to have her registered in the New Name at the Port of Hong Kong as owned by us.

Any Objections to the proposed Change of Name must be sent to the Registrar of Shipping at Victoria in the Colony of Hong Kong within Seven Days from the Appearance of This Advertisement. Dated at Victoria, Hong Kong, this 14th day of July, 1928.

泉安輪船有限公司
(Signed) CHUEN ON STEAMBOAT COMPANY, LTD.

吳杜明
NG CHO MING,
司理董事
Managing Director
18/09

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Prepared from our own special formula, flavoured with real fruit essences and the finest Eastern spices.

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The Daily Press.

HONG KONG, JULY 24th, 1928.

HORSE SENSE.

MARSHAL LI TSAI HSIN, the head of the Government of Kwangtung, seems to possess in very considerable degree that quality which is often referred to as "horse-sense." It is a quality in which a good many of the present-day Chinese statesmen, judging from their public utterances, are peculiarly lacking. On his way to Peking Marshal Li gave an interview to a number of Press representatives and discussed the question of army reduction with them. In his opinion the problem will be settled because all the military leaders have agreed, in principle, upon the necessity of demobilisation. But, said Marshal Li TSAI HSIN, "The crucial test is that the proposals should be carried out. It will not do simply to hold a conference with each delegate promising to reduce his army and not carrying out that promise." There he puts his finger on the one weak point of all Chinese conferences. There are always plenty of promises, there always have been in every department of political activity. A little performance would now come as a welcome change. We pointed out in the Daily Press some time ago

that there was little chance of army disbandment until the Provincial leaders were guaranteed some measure of security in their different spheres, and that, of necessity in present circumstances, a large army added considerably to the leader's influence in the councils of the nation. It is interesting to note that Marshal Li has not overlooked these considerations. He said:

"Those who do not want their armies cut down are usually actuated by a desire for self-protection. They feel that unless they have a large army their influence would wane. They ought to be assured that after their armies have been reduced they will still have the same degree of security as now. I am going to speak about this at Peking."

We trust he will speak with force and directness on the subject, for it is the very heart of the problem. The Christian General is far less clear in his views. He thinks that before there can be any disbandment of troops the titles of "Commanders of Group Armies," and "Field Commanders" must be abolished. That would be an easy matter, but the next step points to many difficulties. He suggests that these leaders, stripped of their titles, should reside in the Capital and to all intents and purposes act as a Central Government. That is his wonderful plan of bringing about "unification of military administration." Then he does not agree to disbandment on a proportionate basis in the various armies. The troops that are deficient in training, he says, should be disbanded immediately whilst the trained and good troops should be reserved for national defence. It is an admirable scheme in theory, but it will not work for one very simple reason. The Christian General would doubtless argue, with all the eloquence at his command that his own troops were the best trained in the land and should consequently remain under arms and form the nucleus of the national defence force. And the other generals would not find his arguments convincing. Nor should we blame them. Marshal FENG YU HSING will have to develop a little more "horse-sense" than this if the conference on military affairs is to yield any practical results.

BLESSED RESIGNATION.

A FEW days ago Marshal CHIANG KAI SHEK had occasion to write to Marshal TUAN CHI JUI, a former Premier of China, advising him not to take part in any anti-revolutionary activities. The ex-Premier's reply is worthy of record. He writes:

"Your letter has reached my hand. Regarding the capture of Peking, I am much pleased at the completion of the revolution though I have not participated in it. People well know that I have never considered earthly fame. Having studied Confucianism my aim is to act with sincerity and to practice fore-giveness. Now I am sixty-four years old and often sick. I have nothing to do but worship Buddha and to spend the evening of my life. Your letter to plots against the Nationalist Government. Such matters are completely unknown to me and I cannot hear of them with pleasure. If what you say is true, someone must be plotting against you in my name and without my knowledge. People are the foundation of the nation. If you have made the foundation steady, peace then reigns. As the principle of your Party is the people's interest I have the honour to call your attention to this."

If CHIANG KAI SHEK had levelled charges of conspiracy against Marshal TUAN CHI JUI this gentle and courteous reply must surely have caused him to shed bitter tears of remorse. TUAN CHI JUI was a very militant figure in Chinese politics a few years ago. Now he is simply contemplating Buddha and waiting peacefully for the end. *Sic transit gloria mundi.* It is a beautiful, if somewhat pathetic, picture of old Marshal draws of himself. We wonder if it is true.

A seventeen-year-old Chinese girl, stated to be employed as a servant at No. 384, Queen's Road Central, jumped into the harbour at Quarry Point on Sunday, but was rescued and sent to hospital. Her case has been referred to the Secretariat for Chinese Affairs.

A young Chinese was taken to the Government Civil Hospital on Saturday suffering from injuries to both legs. The man entered a flat in Woosung Street, Yaumati, supposedly for an unlawful purpose and jumped from the verandah into the street when he was chased by the inmates.

Among the passengers leaving to-day by the s.s. *Siberia Maru* are the Rev. and Mrs. W. T. Featherstone who are going to Formosa for about a month. They have taken a Japanese bungalow at Sozan, a new Japanese health resort about 2,000 feet up on the hills a few miles from Taihoku. This year there are about six European families there.

At a meeting of representatives of the various teams of the Hong Kong Ping Pong League, the following officers were elected for the year 1928-1929. President, Ng Tai Ping (re-elected); Vice-President, Ng Tin Fong; Hon. Secretary (English) Ng Kwong Yuen; Hon. Secretary (Chinese) Au Young Tin Hak; Hon. Treasurer, Lo Hop Foo; Business Manager, George Ko.

Among passengers leaving to-day by the *President Grant* are Mr. H. Odell, stockbroker of Hong Kong, on a business trip to the North; Mr. A. E. Ellis, of Reiss, Massey & Co., travelling to Shanghai; Mr. Mortimer Reid, of John Thornycroft & Co., travelling to Shanghai; Mr. W. W. Siegrist, formerly Lieutenant on the U.S.S. *Ashville*, returning to the United States; Mr. and Mrs. M. Dadock van Heel and Mr. and Mrs. O. van Rees, who are returning to their home in Holland, after a lengthy stay in Batavia; Mr. A. R. Williams, a tea planter from Colombo, returning to England on furlough.

FORTHCOMING WEDDINGS.

HARPER—LOO SZE AND HENRIKSEN—WOLDEN.

Two forthcoming weddings are announced between Mr. Andrew Harper (33), widower and Mrs. Loo Sze (32) widow. Both are residing at No. 721, Nathan Road. Mr. Haakon Jensen Henriksen will be married to Miss Ingrid Wolden, of Bergen, Norway. Mr. Henriksen is living at the Peak Hotel.

DISTURBED SOME FISHERMAN.

Last night a Chinese was brought to the Water Police Station suffering from the effects of immersion in the harbour and so weak that he was unable to speak. He had been watching some fisherman on one of the wharves of the Godown Company and accidentally fell into the water. He could not swim but was soundly rated for jumping into the water and swimming at night by some boat people in a sampan. Fortunately they noticed that he could not swim and immediately pulled him out.

He was taken to the Kwong Wah Hospital in an ambulance.

WEATHER REPORT.

The weather report, forecast and remarks issued by the Royal Observatory, Hong Kong, last evening state:—

Local forecast: East winds, moderate, fine.

The typhoons continue to move towards the Bonins.

The other is from 40 to 600 miles from E.N.E. of Manila, moving westward.

A message received by the U.S. Consul from Manila states that 7 p.m. yesterday one typhoon was in about 125° East, 18° North; direction unknown.

The other was in about 120° East, 15° North, south of the Bonin Islands; direction unknown.

SANITARY BOARD BUSINESS.

CREMATION FACILITIES TO BE DISCUSSED.

SEA WATER FOR CLEANING PURPOSES.

At the fortnightly meeting of the Sanitary Board, Mr. Wong Kwong Tin will ask the following questions relative to crematoria in Hong Kong and the charges made.

He will also ask some pertinent questions in connection with the local water supply. Other matters which will come up for discussion at the meeting will be of no public importance.

Mr. Wong Kwong Tin will ask:—
(1) Will the Head of the Sanitary Department kindly supply data on the following points:—

- The number of crematoria in the Colony.
- those established by the Government.
- those established by private bodies.
- The number of burials which have taken place within the last six months.
- The number of cremations which have taken place during the same period and at each crematorium.
- The number of cases (if any) where cremations have been applied for and refused.
- Is it a fact that the existing crematoria are insufficient to cope with the demand for cremations and if such be the case, what steps are the Board going to take?
- Has the general public been sufficiently informed of the advantages of the cremations in Hong Kong?
- What are:
 - the conditions and
 - the charges for effecting cremations at each of the crematoria?

Is a profit being made in each case and if so, how much?

Sea Water For Cleaning Purposes.

- In view of the scarcity of water, is it not possible for arrangements to be made with the Chief Officer of the Fire Brigade to utilize sea water from the Fire Float for cleaning purposes, except for general house cleaning?
- Is it a fact that water for cleaning streets is obtained from the mains? If so, can not the Head of the Sanitary Department devise means to ensure a supply from other sources?

AUSTIN "7" SHEDS A WHEEL.

A European had a narrow escape from an accident yesterday afternoon in Nathan Road, Kowloon. He was driving an Austin "7" in the direction of Mongkok when, just outside the Tivoli Buildings, his right front wheel came loose and its momentum carried it some 40 yards. The front axle of the car left a cut in the road measuring some 15 feet before the car came to a standstill. Had it been a car of larger size, the occupants would not have escaped with a shaking and a bruise or two.

1,000 PER CENT. INTEREST.

WHY A MONEY-LENDER CHANGED HIS NAME.

Mr. Manley Collins, a money-lender, of Maddox-street, Regent-street, W., claimed £40 12s. at Westminster County Court from Mr. Buddle, a clerk, of Ilford.

He said that his name was Manasseh Cohen until he changed it by deed-poll in 1921. He did so because he had married, and did not want his child to face the same prejudice aroused by the name as he had met at school and elsewhere from persons not of his faith.

Mr. Buddle said that he had received £138 on three loans and repaid £182 10s.

Judge Sir Alfred Tobin calculated that on the first loan, if the default clause had operated, the interest would have been at the rate of 800 per cent per annum and on the second loan at more than 1,000 per cent.

Mr. Collins said the default clause was never applied. Judge Tobin held that the charges were excessive and the transactions unconscionable and gave judgment for Mr. Collins for £12 with costs, to be paid by instalments of £1 a month.

BATHING FATALITY AT SHEK-O.

ST. STEPHEN'S COLLEGE BOY DROWNED.

SISTER RESCUED BY MESSRS. D. H. BLAKE AND H. OWEN HUGHES.

A very sad tragedy occurred at Shek-O on Saturday afternoon when a 15-year-old Chinese student of St. Stephen's College, Leung Kwok Kit, was drowned, and in attempting his rescue his elder sister very nearly lost her life as well. A party of three, two boys and the sister were bathing from the beach when Leung Kwok Kit was carried off his feet by a wave and taken out of his depth by the strong tide then running. The sister, who had water wings, at once went after her brother and was herself carried out to sea.

Very fortunately, two Europeans, Mr. D. H. Blake, the well-known solicitor of the firm of Messrs. Wilkinson & Grist, and Mr. H. Owen Hughes, who happened to be bathing close by, saw what was happening. They swam out to the girl and brought her back to shore "without difficulty," as Mr. Blake, modestly said to our representative. Being told that the girl's brother had been carried out to sea they again entered the water and searched for him but without success.

Later the body of the young student was recovered and taken to the Mortuary.

The St. Stephen's College bathing picnic to Stanley arranged for yesterday afternoon was cancelled owing to this fatality.

NIGHT IN A CITY OF DEADLY HEAT.

BEGGING FOR TYPHUS. SLEEPING MEN WHO WAVE FANS.

Lahore, India. Lahore is still the City of Dreadful Nights.

Even Kipling in his time was reticent of the discomforts and cruelties that an Indian night can inflict on humanity in the hot months of the year, from May to September. When he worked in the newspaper office here and after a sweating night gave grateful thanks that he was able, in the brief half-hour of early dawn coolness to drop off to sleep he was expressing the feelings of Europeans in India now as then.

The English, living in bungalows above the pleasant gardens, with the sound of running water in their ears and a faint breath of wind from the west, have all the conveniences of modern science to counteract the heat. Fans whirl night and day in the tall rooms. Wide verandahs, protected by mat screens, keep the sun from touching the walls. Double doors shut from early morning till sundown, keep out the heat. Silk suits and short sleeves are the order, and for six months indoors is vastly preferable to the glaring intensity outside.

Beds Above A Drain.

There is, however, the other district, the old City of Lahore, lying packed with humanity beyond the great old gates of Akbar's time. In its narrow, tunnel-like streets in the hot weather conditions are fundamentally the same as three centuries ago, and many people die. In spite of vigorous efforts, it is impossible to remove any large section of the native population of Lahore. Their houses are above their shops, and their only watchman for their goods must be themselves. Therefore you may see, if you go into Lahore city, a long line of palisades stretched on boards above the city's main drain—a long line of sleepers begging for typhus.

The four-storied houses nearly meet over the narrow street. Some of the richer shopkeepers have a small electric fan. The majority contrive to keep the flies off by waving a matted fan with their hands—almost unconsciously, it seems—in their sleep.

125 Degrees In The Shade.

During the day the sun bakes the bricks of the walls until they are too scorching to touch; 125deg. in the shade in the native city is a common temperature. And through the night the street holds in its narrow grip the accumulated oppression of twelve hours' sunshine.

Garbage lines the gutters and heaped foul laboriously along with heavy loads to add to the squalor and dust. There are no sanitary arrangements save those handed down from the primitive age.

Few Europeans enter this district, where humanity lives at its lowest ebb. Only occasionally, when there is danger of a communal riot among factions fanatically insistent upon their so-called religious rights, the civil and police authorities make a tour of inspection. —Daily Mail.

OUTBREAK OF FIGHTING AT CHEFOO.

NAVAL PROTECTION OF FOREIGN LIFE AND PROPERTY.

C. T. WANG'S STATEMENT ON FOREIGN POLICY.

MANCHURIA HOLDS BACK FROM NATIONALIST ALLIANCE.

Fighting suddenly broke out at Chefoo on Sunday night. A late commander of the bodyguard to Chang Tsung Chang, who announced that he had come over to the Nationalist side, was in Chefoo with 5,000 troops. He suddenly came out in his true colours as a supporter of his old leader, and now claims to have disarmed the Nationalist colonel in charge. Little damage was done to foreigners in the fighting, the only casualty being one American sailor, who was wounded in the hand, but the British and Japanese Consuls have asked for naval protection, which has arrived, and preparations are now complete for the safeguarding of foreign life and property. Business is at a standstill owing to pickets of Northern soldiery who prevent all transactions. There are 500 British nationals at Chefoo.

The efforts of Japan to influence General Chang Hsueh Liang and dictate the policy of Manchuria have been countered by a sharp protest from the Nationalist Government. It is pointed out that the question of Manchuria's alliance with the Nationalists is a matter of internal politics, and that Japan is totally unjustified in her attempt to interfere. The Japanese reply is that the Consul General was merely giving advice to Chang Hsueh Liang, hoping that he would devote his energies to maintaining peace and order in his own province, rather than mixing in the political whirlpool of China. Japan's action constituted no interference with Chinese politics.

It is reliably reported that in consequence of the Japanese attitude General Chang Hsueh Liang has decided not to bring the Three Eastern Provinces into line with the Nationalist Government, and therefore has not sent the circular telegram announcing the alliance.

FIGHTING AT CHEFOO.

REQUEST FOR NAVAL PROTECTION.

[THROUGH REUTER'S AGENCY.]

CHEFOO, July 23rd. Fighting unexpectedly broke out last night between Colonel Sze, representing the Nationalists and Dzung Djin Kao, representing General Chang Tsung Chang. Dzung had recently arrived from Tangku with 5,000 troops, posing as a Nationalist in support of Wen Kien Kang, the nominee of the Nanking Government. Now he declares himself an adherent of Chang Tsung Chang, whose bodyguard he formerly commanded.

Indiscriminate firing took place between midnight and 4 a.m. in the vicinity of Consular Hill, during which all telephone communication was impossible. Whilst establishing communications between the war vessels and the Consulate, one American sailor was wounded in the hand by a stray bullet. The American Consul, Mr. Leroy Webber, called on the Chinese Authorities early this morning for investigations, with a view to fixing the responsibility for the wounding of this member of the naval patrol.

This morning posters throughout the town state that Dzung, under the command of Chang Tsung Chang, has disarmed Colonel Sze, who is a Communist. Chang Tsung Chang's army is arriving shortly and Chang Tsung Chang is coming by warship in a few days. The British and Japanese Consuls have requested naval protection.

PREPARATIONS COMPLETE.

[THROUGH REUTER'S AGENCY.]

CHEFOO, July 23rd. The five-barred flag is now flown over Chefoo. The manager of the Bank of Communications was arrested by the Northern regime last night, and the Bank is to-day picketed by soldiers who prevent transactions. Hence no cargo can be moved through the Customs. Chang Chen Yu, the Nationalist dispossessor of Mr. Berube, the Salt Inspector, to-day escaped on a British vessel bound for Shanghai. The situation is now quiet, but preparations have been completed to protect foreign life and property if necessary.

NAVAL PROTECTION.

[THROUGH REUTER'S AGENCY.]

CHEFOO, July 23rd. Several Japanese destroyers arrived this morning, while H.M.S. *Magnolia* reached here this evening.

There are 500 British nationals at Chefoo, including many school children.

CHANG HESITATES.

(Wah Tsz Yat Pao.)

SHANGHAI, July 23rd. General Chang Hsueh Liang should have issued a circular telegram announcing his decision to establish the Nationalist regime in Manchuria and meanwhile to fly the Nationalist flag, but in view of the Japanese Consul-General's warning he has delayed the carrying out of this action.

SOVIET INTEREST IN OIL.

AMERICAN EXHIBITION.

DECIDES TO PARTICIPATE.

[THROUGH REUTER'S AGENCY.]

Moscow, July 23rd. The Supreme Council of National Economy has decided to participate in the International Oil Congress and the Oil Exhibition which is being held in the United States in September.

INTERVIEW WITH C. T. WANG.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 23rd. C. T. Wang, interviewed by *Reuter*, affirmed that his policy of treaty revision was unaltered and unalterable.

The favourable Danish reply to the question of revision was received on July 21st and the Italian one this afternoon. The latter objects to the manner in which the treaty was abrogated, but expresses willingness to consider revision on a basis of equality and mutual respect.

No important change had been made with Britain regarding the Nanking incident, but the Foreign Minister said he was taking up immediately the question of making the British Consulate at Nanking habitable.

He stated that no steps had been taken at present in connection with the demands contained in Mr. MacMurray's note concerning the trial and execution of Dr. Seymour's murderer, and the punishment of the soldiers and officers concerned. Satisfaction would be given in due course.

U.S. RELIEF SCHEME.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 23rd. Mr. Earl Baker, late Adviser to the Ministry of Communications, has arrived to investigate famine conditions in western Shantung and south Chihli. He has come in connection with the proposed New York China Famine Fund Committee's ten million dollar drive. It is understood, however, that C. T. Wang considers the Committee's scheme, involving famine relief, road construction and a system of revolving credits, irreconcilable *per se*, pointing out that philanthropic and reconstruction programmes cannot be worked simultaneously. While the former is welcomed, the latter may bring up questions of sovereignty.

FURTHER FIGHTING.

[NAVAL WIRELESS.]

KIUKIANG, July 23rd. A clash between the former 6th Nationalist Army and the 5th Nationalist Army is imminent on the borders of Anhui and Kiangsi provinces.

COMMANDER REVOLTS AGAINST YANG SEN.

[NAVAL WIRELESS.]

WANHSEN, July 23rd. It is reported that a local commander at Kaihsien has revolted against General Yang Sen and is marching on Wanhien which Yang Sen seems powerless to defend because of widespread desertion in his ranks.

JAPANESE CASUALTIES.

[THROUGH REUTER'S AGENCY.]

PEKING, July 23rd. The Japanese report their casualties in the clash near Kaomi as five killed and 23 wounded, three of which are serious. Chinese casualties are unknown, but are believed to have been heavy.

All troops have now been withdrawn from the zone, and a staff officer belonging to Ku Chen has promised to take measures to punish the offenders in response to a Japanese demand.

A CORRECTION.

[THROUGH REUTER'S AGENCY.]

PEKING, July 23rd. Mr. T. V. Soong desires to correct a statement made yesterday. The loan negotiated at Peking was for \$3,000,000 and not for \$5,000,000.

BISHOP OF FUKIEN ENGAGED.

[THROUGH REUTER'S AGENCY.]

FOOCHOW, July 23rd. A marriage has been arranged between the Rev. Hind, Bishop of Fukien, and Doctor Winifred Heyworth, of West-Devon, Liverpool.

MONARCHIST PLANS IN GERMANY.

EX-KAISER'S TELEGRAM.

TRUST IN BAVARIAN REGIMENT.

[THROUGH REUTER'S AGENCY.]

AMSTERDAM, July 22nd.

Complaints that the ex-Kaiser Wilhelm is abusing Dutch hospitality by voicing designs for the restoration of the German monarchy, have been made to the Dutch Government by the plenipotentiary representative of the Republican Complaint Bureau in Berlin.

The Bureau has called attention to the matter following a telegram despatched from Doorn, where the ex-Kaiser is in exile, to the Kaiser Wilhelm Association.

This telegram acknowledged the Association's tribute of homage, and expressed confidence that the fighting spirit of a certain Bavarian regiment would again be brought into action when it came to the question of re-establishing the Fatherland under the Kaiser and a hereditary Prince.

SOVIET PURCHASES OF CROPS.

SCHEME TO ENCOURAGE SMALLHOLDERS.

[THROUGH REUTER'S AGENCY.]

Moscow, July 23rd.

It is semi-officially stated that the Government has decided upon extensive purchases of crops over an area of 5,500,000 hectares.

40,000,000 roubles have been assigned as advance payments to smallholders to encourage cultivation and make improvements.

TCHUKHOVSKY'S STORY.

THREE FIGURES ON ICE.

[THROUGH REUTER'S AGENCY.]

Moscow, July 23rd.

Tchukhovskiy, interviewed aboard the *Krasnii* regarding his spotting of the *Italia's* walking party, maintains that he and his crew saw two men on the ice floe, the third figure, having formed a capital "A" was lying on the ice at a few metres distance.

GREEK ELECTIONS.

[THROUGH REUTER'S AGENCY.]

ATHENS, July 23rd. Venizelos has said that the General Election will be held in December.

DEATHS IN CIRCUS ACCIDENT.

ANIMALS CAGES INTACT.

[REUTER'S AMERICAN SERVICE.]

BOSTON, Mass., July 23rd. A train, consisting of trucks packed with ornate circus wagons, under which three hundred of the circus employees were huddled, came to grief at Farmington, New Hampshire, to-day, when one of the wagons rolled off, causing the derailment of the succeeding trucks.

POLITICAL OPPONENTS OF OREGON.

THREE LABOUR LEADERS RESIGN.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, July 22nd. In conformity with instructions from the Central Committee of the Regional Federations of Labour, Senator Morones, Secretary of Labour and political enemy of the late General Obregon, has resigned. Senator Gomez, Chief of the Ordnance Supply Department, and Senator Moneda, Chief of the Government printing shops, have also resigned.

NEW MERSEY DOCK ENTRANCE.

[THROUGH REUTER'S AGENCY.]

LONDON, July 22nd. The Earl of Derby formally opened the new Mersey entrance to the Birkenhead Docks. It has been constructed at a cost of £1,200,000, to meet the demand for increased facilities for shipping on the Far Eastern service.

AIR RACING IN BRITAIN.

TRAGEDY IN KING'S CUP.

COMPETITOR'S BODY FOUND.

[THROUGH REUTER'S AGENCY.]

LONDON, July 22nd.

One of the competitors in the King's Cup Race, Mr. Warwick, is missing. It is supposed that his machine crashed in the lonely moorlands in the south of Scotland, but organised aerial searches have failed to reveal any trace of his machine.

Captain Hope won in great style. He used a Moth, of a type similar to that in which he scored his victory last year.

This year, Mr. Hope maintained an average speed of 113 miles per hour throughout the second day, arriving first at Brooklands Aerodrome in his own De Havilland Moth after two days of gruelling flying over the course of 1,006 miles.

The Leaders.

Other prize winners were Mr. Uwins, flying the Bristol "101" for Sir George Stanley White, who finished second, Miss Winifred Spooner, the only woman competitor, in her own Moth, who came in third, and Captain Broad in Sir Charles Wakefield's Moth, who was fourth.

His Majesty the King telegraphed his congratulations to Captain Hope immediately he learned of the success.

In A Bunch.

Hope's flying time for the 1096 miles round Britain was 10 hours, 24 minutes, 4 seconds, an average of 103 miles per hour.

Captain Hope was third at the end of the first day, but he made a great effort in yesterday's stage of 556 miles, which he covered at over 113 miles per hour.

There was a very close finish for just over two minutes after Hope had completed the journey, Mr. Uwins flashed over the line to secure second place, and ninety seconds later, Miss Spooner, the only lady pilot in the contest arrived, to become third.

Miss Spooner's Bad Luck.

Miss Spooner wins the Siddleley Trophy, consisting of a Challenge Cup and £150 offered to competition among Light Aeroplane clubs.

She might have won the race but for a mistake. From Renfrew to within a few miles of Lymington she led the way but then she lost ten minutes by following the wrong railway line.

One Missing.

Unfortunately one flyer, Mr. Warwick, is missing. He failed to arrive at Renfrew on Friday night from Newcastle on the last stage of the first day's racing.

Yesterday afternoon, four aeroplanes set out from Renfrew Aerodrome and searched the lonely moorlands of southern Scotland but no trace of Warwick's machine was found.

Fruitless Search.

LONDON, July 23rd. Innumerable aeroplanes, motorists, horsemen, shepherds and police of six countries have been vainly searching for two days for G. N. Warwick, a competitor in the King's Cup race who failed to arrive at the last stage of the flight from Glasgow on Friday.

The airman's whereabouts are completely unknown.

Body Found.

The body of the missing competitor has been found near Peebles.

AMERICA VIA THE AZORES.

FRENCH AVIATOR'S ATTEMPT.

[THROUGH REUTER'S AGENCY.]

BREST, July 22nd.

The French seaplane *Fregatte* piloted by Flying-Commander Paris has started an attempt to fly across the Atlantic via the Azores.

The *Fregatte* has arrived at the

SITUATION IN INDIA.

BETTER OUTLOOK IN RAIL STRIKE.

DEATH OF INJURED MAN.

[THROUGH REUTER'S AGENCY.]

SIMLA, July 23rd.

The railway situation at Madras is slightly better. The strikers are concentrating their activities on the Vellapuram metre gauge line, on which the service is being maintained with difficulty, but on the broad gauge line the men are loyal.

One of the injured has died as a result of the derailing of the Madras ocean mail.

RACE ROUND THE WORLD.

AMERICANS SET UP RECORD.

UNDER 24 DAYS.

[REUTER'S AMERICAN SERVICE.]

New York, July 22nd.

Mr. J. H. Mears and Capt. B. D. Collier who have been racing round the world by sea and air, have completed the circuit by reaching New York. Their time was 23 days, 15 hours 21 minutes, which beats the previous record by over four days.

WAFD MANIFESTO ISSUED.

GRAVE SOCIAL CRISIS.

STERN CRITICISM OF ROYAL DECREE.

[THROUGH REUTER'S AGENCY.]

CAIRO, July 22nd.

A manifesto has been issued from the Wafd headquarters in which the Royal Decree dissolving the Senate and the Chamber for three years, and suspending several Articles of the Constitution is unqualifiedly condemned.

The Wafdists strongly denounce the suspension of Parliament and accuse the Government of forcing back Egypt when Eastern nations like Syria, Iraq and India are making steady progress in their efforts to secure Parliamentary and Constitutional life.

The manifesto accuses the Government of breaking their oaths in order to satisfy the ambitions of foreigners and their own aspirations, but without calculating the result of the grave social crises likely to arise and "whose consequences God alone can foresee."

LABOUR ARISTOCRACY.

MR. MACDONALD AND THE NIGHT CLUBS.

Mr. Ramsay MacDonald addressed a demonstration of Labour women of West Wales at Port Talbot, but made no reference to his forthcoming departure from the Aberavon constituency. In an interview before the meeting, he said: "The matter is out of my hands. I am simply a tool in the hands of the Executive."

Mr. MacDonald, in his speech, referred to young women who spent their time in night clubs, and the vanities and frivolities of life. He had, he said, women friends who had been struck off the invitation lists to dances since they left the Conservative Party for the Labour Party.

"We will have our social life, but it will be a social life between equals, with no Lady Brantford." "The daughters of the working classes do not spend their time in night clubs or concentrate their attention upon the vanities and frivolities of life. The girl of 21 belonging to the working-class family has to face the stern realities of life."

"The young women of the Labour movement," he said later, "have enough self-respect to form their own aristocracy. Those people who look down upon you have nothing to give you that you cannot give yourself."

ANTI-ROYALIST PLOTS.

SPANISH MONARCHY THREATENED.

ANARCHIST ATTEMPT DISCLOSED.

[THROUGH REUTER'S AGENCY.]

LONDON, July 22nd.

It seems, certain from information leaking through that a widespread plot has been discovered in Spain aimed at the overthrow of the monarchy. The Spanish police have carried out arrests all over the country following rumours of an insurrectionary movement being planned, though in some quarters the existence of a plot is denied, the statement being made that the arrests are purely preventive.

According to the *Narbonne* correspondent of the *Echo de Paris*, the plot was hatched in a wood on the outskirts of Barcelona by a body of anarchists.

Attempt On Alfonso.

The plot was directed against King Alfonso and it is believed that assassination was to have been attempted on the occasion of the opening, on July 18th, of the five-miles Somport Tunnel, through the Pyrenees from Forges d'Arbel to Canfranc, in connection with which an elaborate inaugural ceremony attended by King Alfonso and President Doumergue of France, was carried out without untoward incident.

The plot was fortunately discovered by the *Narbonne* Police before the day of the ceremony, and after two arrests had been made, and further information secured, several notorious Spanish bandits were raided, and many other arrests effected.

French Anarchist Detained.

One of the men detained is understood to be a well-known French anarchist and his secretary, who were found to be in possession of a large amount of money.

The Police also seized a large quantity of compromising documents, as the result of which further arrests were made in Catalonia.

Officers Mutiny In Lisbon.

LONDON, July 22nd.

Details of the insurrectionary rising in Lisbon on Friday last now available show that a number of officers at the Castello Sao Jorge Barracks mutinied.

Loyalist forces were ordered to disarm the rebels and they brought up artillery and vigorously besieged the barracks.

After a short engagement, the mutineers submitted. The casualties are estimated to be seven killed and 30 wounded, including a mutineer, some soldiers and also the inhabitants of the neighbouring houses, some of which were damaged by artillery fire.

Everything is now normal.

DEAD WOMAN'S FRAUDS.

"WELL DRESSED, SUAVE, AND WELL MANNERED."

£350 COLLECTED FOR CHARITY: £219.5 REMITTED.

"In the ordinary course, the next case would be that of Ada Lucy Williams, who would have been charged with obtaining money by fraud, but her body was found on the railway line," said Sir Arthur Spurgeon at Croydon Police Court.

The woman, a widow of 58, who lived at Clarendon-road, Wallington, should have surrendered to her bail on a charge of fraudulently obtaining charitable contributions. "Those who saw her at the court last week must have been impressed by the woman," said the magistrate.

"She was of prepossessing appearance, well-dressed, suave and well-mannered. Evidence was to have been given to-day that for about eighteen years she had been carrying on this career of fraud, collecting money for the Shaftesbury Society, formerly known as the Ragged School Union, and that during that time she had only remitted to the society four sums, amounting in all to £219.50. "According to the book submitted to the court last week during the last three years she had collected £250, and there were probably several hundreds of pounds more during the period mentioned."

"I only mentioned these facts to show how serious the case was. "The woman had probably realised how serious was her position and so took her life."

GOLF NOTES.

[By R.H.H.]

Occasionally someone or other, who has given up Fanling because of the heat and spends his week-ends in launches and leisure, nevertheless goes out there for a round, and is amazed to find that the place is not like an even, that there is always a cooling breeze, and that the course is in a dreamlike condition of excellence. One can without fear continue to sing the praises of Fanling, for in spite of everything the course is wonderfully empty, while even if a few more couples did listen to wise counsel and go out, there would still be room for all and more than all without any congestion.

The old course, and presumably the new one too, is at present a really wonderful tribute to the tractor method of cutting. All round the course the fairways are in an excellent condition, and one has to go in search of a bad lie if straightforward shots become too monotonous. There is enough covering on the greens to make them far from terrifying, and though this does not add to their golfing value, they smell like an English cricket field on a sunny day. Actually putting cannot be made quite the scientifically accurate performance that is possible in winter, for the grass stands determinedly up and there are some blades quite coarse and tough enough to deflect a slow moving ball.

The clump of bushes by the fourth tee, which was never particularly ornamental, and only served on occasion to provide a partial protection from a shower of rain, has been removed. From a playing point of view the fact is more or less negligible, unless there are people who like to get up on the third tee and see how far they can carry off a mashie. In almost every case if a shot does overrun the third green, it finishes much lower down the hill than the bushes were.

Deep Water Bay, if one just looks at it or if one plays it from an armchair, gives one a round of about 30 every time, but in actual play it is always several shots more difficult than it seems. Partly, presumably, this is human fallibility, but in many cases it is equally essential those mat tees, which are so essential there, but so unpleasant. Especially on a course of such Lilliputian dimensions, where two-thirds of the tee shots are played with an iron of some description, is the mat tee an affliction to the natural divot taker. If he forgets he is not playing off soil, a nasty jar immediately after contact with the ball soon reminds him of the fact. On the other hand, till one gets used to it, clean hitting with an iron off those hard smooth surfaces is rather an uncomfortable and often an erratic performance. The ball seems to go off the club face far too quickly for one to be able to get any grip on it, and there is little or none of the regulation spin on it. Sometimes the result is all right, sometimes the ball, like the arrow, is merely shot into the air. The quotation is not always completed.

Mat tees do not present quite the same difficulties at the few holes which call for wood, but at one of these at least there is compensating trouble, which presumably might easily be removed. This is at the fourth tee, where one's back swing frequently swishes through stray bits of undergrowth, while a low struck shot has to tear its way through a fringe of long grass. It might legitimately be argued that a shot should be hit high enough to clear the grass, though even with this hindrance the low ones go a long way, but at least the back of the tee should be kept as clear of trouble as possible. The mats are tiny enough to begin with, and this particular one is worn and rather bumpy near the sand box. Here one is between Scylla and Charybdis with a vengeance, with, as often as not, both of them having a go at the same time.

There are at present a number of really fine wooden clubs by C. A. Whitcombe at Lane, Crawford's. They feel as though they would be a pure joy on a course, but unfortunately they are all steel shafted, which puts them out of the running here for anyone who likes to play a competition now and then. Plenty of the other clubs in stock there are worth looking at, and among them a new type of aluminium putter which is more likely than many to cure someone's errors on the green. There is always pleasure to be got from looking through stacks of new clubs by different makers, whether one is really in urgent need of a club or not. In fact there are times, especially on some of the hotter days, when it is more amusing to play one's round with a few hundred clubs in the shop, rather than with a mere bag full on the course.

CORRESPONDENCE.

BASEBALL.

[TO THE EDITOR OF "THE HONG KONG DAILY PRESS."]

Sir,—In your Baseball Notes published some time ago, your Correspondent remarked that, interest was lost owing to the lack of "routing" from the fans, and advocated that they should hoot as much as they could for their sides to give some life to the game. I do not wish unnecessarily to criticize your correspondent, but the tale he told in this morning's paper about the Chinese bowlers was so distinctly contrary to what he urged, that it was enough to put anyone on his nerves! Sir, in my opinion, the bowlers for the Filipinos, in their victorious game against the Chinese, certainly uttered no better remarks, if no worse, than the allegedly bad ones of the Chinese.

A review of your Correspondent's notes will reveal that he has evinced a marked antipathy for the Chinese Nine—for what reason, I myself fail to see. A lot of sarcastic remarks have been published about individual players of the Chinese team which a sane reporter would not dream of putting down on paper. A reporter's duty is to write an impartial report for the paper, deleting comments which, in others' opinion, would prejudice the reputation of the team; in the instance under discussion, the players concerned certainly did not deserve to be the victims of his allegations, and I would advise that mere flights of fancy should not be written out for the public to read.

This letter is written solely with a view to checking further unnecessary comments directed against individual players, and to advocate fair play on the part of all concerned.—Yours faithfully, L. C.

Hong Kong July 23rd, 1928.

[TO THE EDITOR OF "THE HONG KONG DAILY PRESS."]

Sir,—On Saturday, I managed to delay an important engagement for an hour and took in a few innings of baseball at Happy Valley. It was an official junior league game between South China and St. Joseph's, and it was a game that deserves special mention in the local press. Just because it was a junior league game, nobody seems to be interested. Not even a reporter was around.

I've learned baseball ever since I was knee-high, and have seen the major leagues perform in the States. Now, what I want to tell the local sporting public is that the mat tees who are playing in the junior league deserve some real encouragement. That game between South China and St. Joseph's was a real interesting game despite the difference in the score. Yes, I must say that it was not a pitching duel but it was air-tight fielding. A pitching battle cannot always prove to be an interesting game. For instance, when the Dragons downed the H.K.B.B. Club by 3 to 0, it was an air-tight pitching encounter between Messrs. Lee and Ruffin. Then the press came out fairly with the statement that the whole game was not enterprising. Well, in such a case, the reporters simply failed to appreciate good pitching.

All right, let us grant that the sporting public does not care for good pitching. Then it ought to have interest in good fielding. In the South China—St. Joseph's game, the opposing pitchers were not speedy enough to battle the batters, therefore there was plenty of good fielding done on both sides. It was a real treat to see those youngsters getting them in professional manner. The center-fielder of South China will make the grade in no time.

The South China pitcher was steady but he lacked the speed. It was certainly encouraging to see those collegians step in front of the plate and connect with the offerings of Pitcher Kong in such a fearless manner.

A player who is afraid of being hit by a pitched ball can never be a proficient batter. St. Joseph's will have a strong offensive team some day if they could only secure a proper coach.

The batting was faulty in this respect that they all wanted to "kill" the ball by making a home-run. They should be taught to meet the ball on the same parallel plane instead of hooking it up into the air, which means hitting into a fielder's mitt, when the swinging power is not strong enough to send the ball beyond the fielders.

From what I have seen, I have no doubt that in a few years, Hong Kong will have real good baseball. The youngsters must be encouraged and deserve every support.

I wasn't present for the senior tackle, but heard that the Dragons beat the Filipinos. This must mean again that joss, horse-shoe luck, and what not have played their important role for South China.—Yours, etc.,

GAME WARDEN.

Hong Kong July 23rd, 1928.

STRANGE STORY OF MARY BOYLE.

ONE OF SHANGHAI'S INCORRIGIBLES.

POLICE AND MAGISTRATE TRY TO HELP HER.

SHANGHAI, July 18th.

At the British Police Court, before Assistant Judge G. W. King, O.B.E., sitting as Magistrate, Mary Boyle was charged "for that she, at 8 o'clock this morning was in a certain alleyway called Yang Ngoo Lee, off Muirhead Road, in a drunken and incapable condition." U. Shibuya, Japanese police sergeant, told how he saw Mary Boyle lying asleep in the alleyway. She was in a very drunken state. He called another Japanese constable to help him, and between them they took her to the station.

Inspector I. C. Kiloh, of the Wayside Station, who conducted the case for the police, said that at about 11 a.m. he saw the offender lying down in the charge room. The sergeant behind the desk got some assistance and made her stand up. She showed and behaved in a disorderly manner for a minute or two, but that was because she was still under the influence of drink, and had been woken up.

Judge: Do you want to say anything, Mary Boyle?—I want to go home and have a bath, and I won't drink any more. I will change now. Yes, but what is the good of my letting you go? You might also say what is the good of my sending you to Amoy Road, but supposing I said that you should go away, you will go away and do the same thing. Mr. King, please forgive me. I won't drink any more.

Judge King then asked when the prisoner was last brought up on such a charge, and it transpired that the last time she had been in Court was over two years ago. Lenient Police. Inspector Kiloh explained that this was the third time already this month that she had been brought up to the station, but they had let her off, and tried to help her. She had been sent to the Foreign Women's Home, but did not stay there long. She had had ten previous convictions in the Provisional Court, when she was Maria Mooresepp, and was ordered to be deported to Vladivostok on June 2nd, 1922. After that she was handed over to the Chinese authorities for deportation on September 9th, 1923, and again on November 19th (Continued on next Column).

QUEEN WILHELMINA AS PLAINTIFF.

"SUING AS A MARRIED WOMAN."

CLAIM STRUCK OUT.

The Queen of the Netherlands was the plaintiff in an action regarding which a motion by the defendants came before Mr. Justice Tomlin in the Chancery Division on June 29th. The object of the motion was to strike out the statement of claim on the ground that it disclosed no reasonable cause of action.

Mr. A. M. Lister, K.C., who appeared for one of the defendants, a Dutch subject, said that the action in his submission was absolutely unprecedented in these courts. "It is a claim to collect Dutch succession duty in this country," he said, "and it is an elementary rule of law that one country does not enforce the revenue laws of another or collect their taxes for them. The plaintiff is referred to in the action as 'the Queen of Holland suing as a married woman.'"

Mr. Justice Tomlin, giving judgment, said that that had been a well-recognized rule, that had been enforced for at least 200 years, under which these courts did not collect the taxes of a foreign State for the benefit of the sovereign of that State.

"This is one of those actions which these courts will not entertain," he said, "and that being so the application must succeed. The statement of claim will be struck out and the action be dismissed, with costs against the Queen of Holland."

and 19th of that year. At that time, Mr. J. Boyle came forward and said that he was going to marry her, which he did, thus making her a British subject, and the Chinese authorities no longer had "any say" about her. Shortly after her marriage, she was divorced by her husband. She has already had six previous convictions in the British Court. Judge: Mary Boyle, the charge against you is for being drunk and incapable and I must give you the option of fine, according to law. That fine will be \$5, or, in default, seven days in prison. You probably cannot pay the fine, so Amoy Road Station will be your destination. I will see what can be done for you. If the Amoy Road Gao gets in touch with the charitable societies in the city, and if they will help you, I will be perfectly willing to withdraw the sentence and to aid you.

A BASEBALL PROTEST.

INCIDENT AT SATURDAY'S GAME.

It is understood that Mr. M. J. Ruhl, manager of the Filipino Baseball Club, yesterday morning sent in a formal protest to the Hong Kong Baseball Association against the decision given by the plate umpire in the second inning of the game between the Filipinos and the South China Dragons on Saturday last.

The results of the Committee's deliberation on this point is no doubt disclosed with interest by all baseball fans. The incident in question was fully reported in the *Daily Press* of July 23rd.

TEACHERS MARRY IN HASTE.

JOHANNESBURG, June 29th.

A remarkable number of marriages by special licence have taken place within the last few days in the Orange Free State. The parties are men and women teachers, who have contrived to forestall the operation of a new Provincial law prohibiting women to continue teaching on contracting marriage after a given date. More than a dozen marriages were recorded in Bloemfontein alone in a single day.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "LT. ST. LOUBERT BIE."

BRINGING CARGO FROM DUNKIRK, ANTWERP, ROTTERDAM, LONDON, etc.

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing. All Claims must be sent in to me on or before Friday, the 27th July, 1928, or they will not be recognized. Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Tuesday, the 24th July, 1928. No Fire Insurance will be effected by us in any case whatever. L. LESDOS, Agent.

Hong Kong, 18th July, 1928. [5313]

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Co.'s Vessel "THESEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 23rd July. Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after 23rd July, 1928, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 12th August, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

33rd July, 1928. [5339]

VEREENIGDE NEDERLANDS-CHE SCHEEPVAART-MAATSCHAPPIJ.

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN (HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN & GENOA.

THE Steamship "OUDEKERK"

having arrived from the above Ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 30th July 1928, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 27th July, 1928, at 10 a.m., by Messrs. Goddard & Douglas, Hong Kong.

Claims against the Steamer must be presented in writing within Ten days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Underwriter in any case whatever. Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LIJN, General Agents.

Hong Kong, 21st July, 1928. [5331]

THE Motor Vessel "MALAYAN PRINCE" having arrived from the above Port on 23rd instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Saturday, 26th instant, at 10 a.m. All Claims must be presented within Fifteen days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant, will be subject to Rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST) LTD., 2nd Floor, King's Building, Connaught Road, Hong Kong, Telephone No. 3165.

Hong Kong, 23rd July, 1928. [5335]

JAVA PACIFIC LUN.

NOTICE TO CONSIGNEES.

FROM SEATTLE, LOS ANGELES AND SAN FRANCISCO.

THE Steamship "DELI" having arrived from the above Ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves Delivery may be obtained.

Goods not cleared by the 30th July, 1928, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 28th July, 1928, at 10 a.m., by Messrs. Goddard & Douglas, Hong Kong.

Claims against the Steamer must be presented in writing within Ten days after arrival of the Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Underwriter in any case whatever. Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LIJN, Agents.

Hong Kong, 21st July, 1928. [5332]

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'s STEAMER "ALLFORE"

ARRIVED HONG KONG on 23rd JULY, 1928.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This vessel brings on Cargo from Persian Gulf ex B.L.S.N. and B. & P.S.N. Co.'s Steamers. Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days including date of arrival will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 12th August, 1928, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown. MACKINNON, MACKENZIE & Co., Agents.

Hong Kong, 23rd July, 1928. [5333]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM U.S.A.

THE Steamship "CITY OF EVANSVILLE"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 23rd July, 1928, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 4th August, 1928, or they will not be recognized.

All broken, chafed and damaged Goods, are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE LTD., General Agents.

Hong Kong, 23rd July, 1928. [5324]

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, BANGGON, PENANG AND SINGAPORE.

THE Steamship "TAKIWA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as Goods are landed.

Goods not cleared by 28th July, 1928, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m. Mondays and Thursdays. Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns. A Protest has been noted by the Master. MACKINNON, MACKENZIE & CO. Hong Kong, 21st July, 1928. [5330]

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "SAARLAND"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

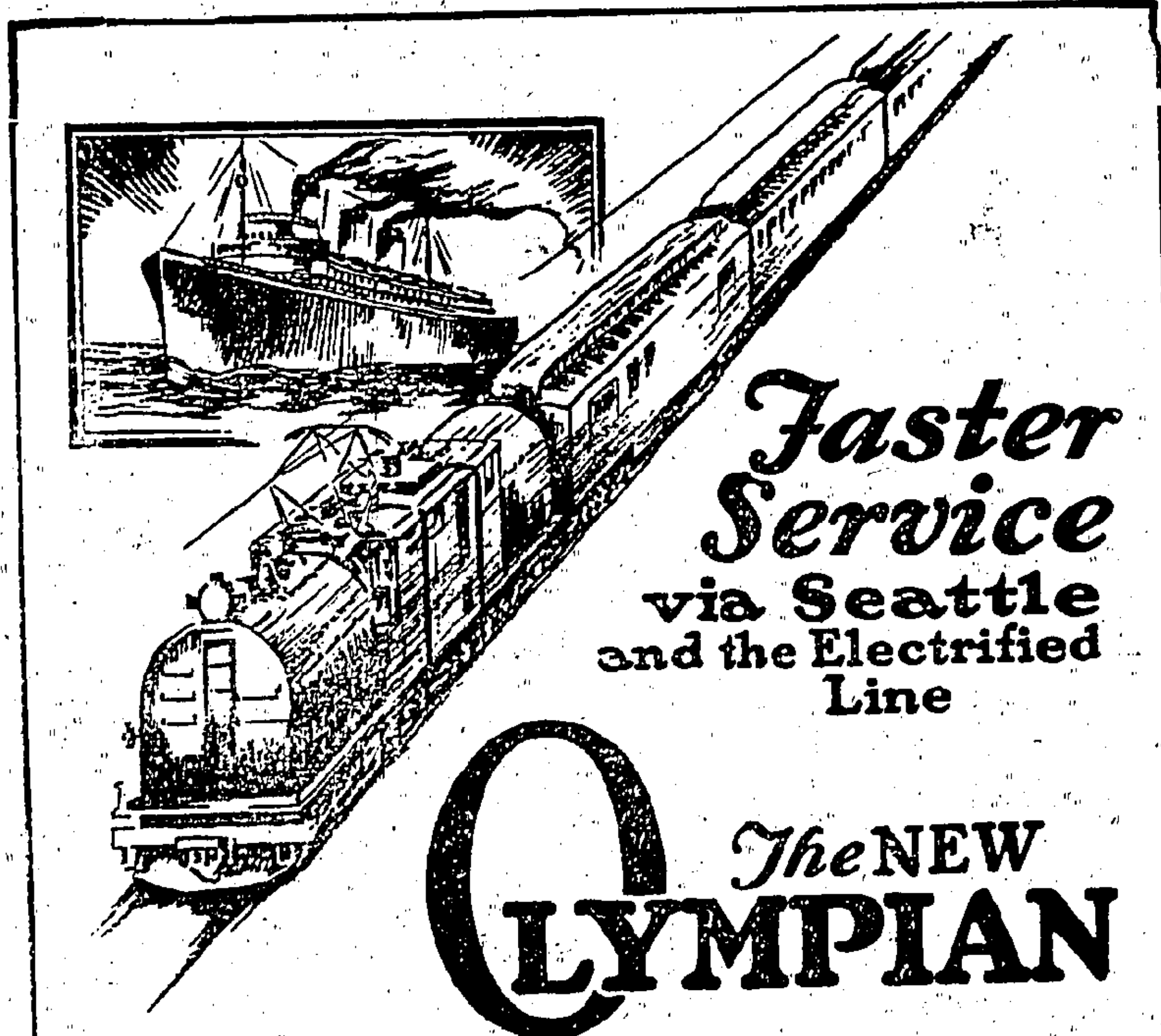
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th July, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 25th July, 1928, at 10 a.m. by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 10th August, 1928, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

JEBSEN & CO., Agents.

Hong Kong, 18th July, 1928. [5318]



Faster Service via Seattle and the Electrified Line

The NEW LYMPIAN

is now running on a 68-hour schedule, Seattle to Chicago.

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ROLLER BEARINGS FRICTION BUFFERS ELECTRICAL OPERATION

make this speedy train the easiest riding train in the world.

Satisfying meals, cheerful and unobtrusive personal attention round out the New Olympian service, giving that homelike and comfortable atmosphere which has long characterized "Milwaukee Service."

For further information address American Express Travel Bureau, Thos. Cook & Son, your nearest steamship office, or

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Pres. Madison ... Tuesday, Aug. 14th
Pres. Jackson ... Tuesday, Aug. 28th
Pres. McKinley ... Tuesday, Sept. 11th

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The *Short, Straight Route to America*
Fortnightly sailings on Tuesdays.

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Pres. Cleveland ... Tuesday, Aug. 7th
Pres. Pierce ... Tuesday, Aug. 21st
Pres. Jackson ... Tuesday, Sept. 4th

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Pres. Harrison ... Sun., Aug. 12, 8 a.m. Pres. Hayes ... Sun., Oct. 7, 8 a.m.
Pres. Monroe ... Sun., Aug. 26, 8 a.m. Pres. Polk ... Sun., Oct. 21, 8 a.m.
Pres. Wilson ... Sun., Sept. 9, 8 a.m. Pres. Adams ... Sun., Nov. 4, 8 a.m.

To Manila

Pres. Cleveland ... July 31st, 6 p.m. Pres. Taft ... Aug. 23rd, 6 p.m.
Pres. Madison ... Aug. 4th, 6 p.m. Pres. McKinley ... Sept. 1st, 6 p.m.
Pres. Pierce ... Aug. 14th, 6 p.m. Pres. Jefferson ... Sept. 11th, 6 p.m.
Pres. Jackson ... Aug. 18th, 6 p.m. Pres. Grant ... Sept. 15th, 6 p.m.

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The M.S. "SIAM"
loading on or about
22nd July

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PORT SAID, ANTWERP, HARVE, ROTTERDAM,
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AND OTHER SCANDINAVIAN & BALTIC PORTS.

OTHER SAILINGS:— Shanghai, etc. Continent.
M.S. "Danmark" ... 21st August
M.S. "Java" ... 28th July 2nd Sept.
M.S. "Chile" ... 21st Sept.
M.S. "Asia" ... Hong Kong. Continent.
6th Sept. 18th Oct.

Optional Bills of Lading issued to United Kingdom Ports.

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Agents

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N.Y.K. Special Summer Excursion Tickets.

For Eastern residents and those who have come thus far from home should not miss the opportunity of taking a trip to Japan, as the N.Y.K. are offering Special Reduced Round-trip Rates as follows:—

From Hong Kong to SHANGHAI and Return H.K. \$120.00
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" " " KOBE " " 210.00
" " " YOKOHAMA " " 235.00

Validity of Tickets:—3 Months.

Period of Issue:—From 11th JUNE to 21st SEPTEMBER.

For Further Information Please Apply to

NIPPON YUSEN KAISHA

HONG KONG. No. 8, CONNAUGHT ROAD CENTRAL. Phone C. 292.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, July 23rd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.72	29.73	29.66
Temperature	85	80	87
Humidity	77	89	74
Wind			
Direction	E	Calm	E
Force	8	0	1
Weather	C	B	C
Rain	0.02	0.0	0.00

Highest open-air Temperature, 22nd: 88
Lowest open-air Temperature, 23rd: 80
B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M= Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From July 24th to 30th, 1928.

HIGH WATER. LOW WATER.

Day of Week	Date	Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Tues.	24	h. m.	h. m.	h. m.	h. m.
Wed.	25	h. m.	h. m.	h. m.	h. m.
Thur.	26	h. m.	h. m.	h. m.	h. m.
Fri.	27	h. m.	h. m.	h. m.	h. m.
Sat.	28	h. m.	h. m.	h. m.	h. m.
Sun.	29	h. m.	h. m.	h. m.	h. m.
Mon.	30	h. m.	h. m.	h. m.	h. m.

A GREAT MOSCOW PLOT.

TO SMASH EMPIRE COMMUNICATIONS.

MR. TOM WALSH'S DISCLOSURES.

RED WORK AMONG BRITISH SEAMEN.

The London Daily Mail, of June 25th features an account of a Moscow plot to strangle the transport communications of the British Empire.

The details were contained in a letter written by Mr. Tom Walsh, the Australian Labour leader, to Mr. Havelock Wilson, founder and until recently president of the Sailors' and Firemen's Union.

It was the discovery of the Red plot and the gravity of the situation which Moscow men, backed by Moscow money, had created in the Australian ports that compelled Mr. Walsh to sever his association with labour extremists.

Mr. Walsh was for many years the stormy petrel of Australian labour, and both he and his wife, who was Miss Adela Pankhurst, have been notorious for their extremist views.

Mr. Walsh shows that the International Seamen's Club, recently founded in Sydney, is financed by Moscow, and he describes how its emissaries are working among the crews of British ships.

Red Gold Freely Used.

The following is the text of Mr. Walsh's letter to Mr. Wilson, dated May 19th last:

Matters industrial, as far as the seamen here are concerned, are chaotic. The Marine Cooks' Union secretary, acting on the urge of a Mr. Johnson, of pronounced extremist views, has precipitated a crisis in which men find themselves starved and without hope of even resuming work on the old conditions. The Johnson faction, which is mainly Communist, called a special meeting recently and decided to call the secretary of the South Australian branch "black" for having the temerity to go into print and advise the seamen to beware of the International Seamen's Club.

The activities of the International Seamen's Club have been increased. I have been informed by seamen on whose truth I would rely on any question concerning this subject, that emissaries of the club are being deputed to visit all over-seas ships and to endeavour to interest the crews in the club's social activities and to invite them all to participate in its hospitality ashore in Sydney. There is also a movement on foot to open branches of the club at the other ports in Australia.

There is no doubt at all in my mind as to the source of income out of which the club maintains itself and extends its organisation. The Red International has a call upon the £200,000 per annum which the Moscow people devote to foreign propaganda, or, to put it in better terms, "for the furtherance of Russian propaganda in countries outside Russia."

I see in it the inevitable interruption, if not the actual disintegration, of England's communication with the Dominions. Their immediate aim is, to make it impossible for England to maintain her communications uninterrupted.

I also refuse to stand by and see Australian and British seamen used as the tools to further the political objectives of the people sponsoring the International Seamen's Club. Having decided to take a stand against such subversive doctrines, it was inevitable that I should be singled out for attack.

What Should Be Done.

Steps should be taken in Australia to establish some centre to which British seamen could resort outside the International Seamen's Club, and where they could obtain advice, and, if necessary, assistance, and so help to keep them clear of the blandishments of the Moscow Communists.

The great pity, as far as the Labour movement is concerned, is that the party spokesmen will not develop the courage to repudiate the Reds and fight the Communists to a standstill.

The success the Communists have met with up to now is not due to their superior ability or knowledge; it is due entirely to the fact that they are getting all the financial support they require, and this enables them to maintain their organisations and participate in the affairs of most of the industrial unions.

The following is one of Soviet Russia's orders which have been issued here:

In all countries where, in consequence of martial law or exceptional laws, the Communists are unable to carry out their work lawfully, a combination of lawful and illegal work is absolutely necessary. The class struggle in nearly all countries of Europe and America is entering upon the phase of civil war. Under such conditions, the Communists cannot have any confidence in the bourgeois laws.

They are bound to create everywhere a parallel illegal apparatus which, at the decisive moment, may help the party to accomplish its duty to the revolution.

The Communists must carry on this work for the most part illegally, but a refusal to do such work would be equal to treason against the revolutionary cause and inconsistent with their belonging to the Third International.

The political interests of the Soviet Republics at present would best be served if the transport communications of Great Britain could be disrupted, and to achieve this the International Seamen's Club is being established.

Each organisation shall be bound to remove systematically and regularly from all responsible posts in the Labour Movement all reformists and partisans of the Centre and to replace them by Communists.

One cannot obtain power and retain it without taking possession of the colossal apparatus which for instance, the tremendous unions of the transport workers now represent. All our attention must be directed towards the task of taking possession of this apparatus.

The above declaration shows clearly that the Communists are out to disrupt the transport industry, and, what can possibly be much easier, to tamper with that section of it in which the seamen are employed. The people most interested are indifferent, and little, if anything, is being done in opposition to the Communist propaganda.

From my own personal knowledge I know that the danger not only exists but it is a growing one, and must one day, sooner or later, be tackled if the people are to be saved from these tireless intriguers.

They have the funds, they have established their Press in every country, and they are now bold enough openly to inaugurate their campaign of war on the transport industry on which Great Britain's life depends.

It is because I see the grave danger to the maritime transport industry in the activities of the Third International, that I suggested in my previous letter that you should favourably consider the question of establishing agencies of the National Union of Seamen of Great Britain in the various ports of Australia.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.
FROM U.S.A.

THE Motor Vessel "MYRTLEBANK" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 27th July, 1928, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before 31st August, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 27th July, 1928, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hong Kong, 21st July, 1928. [6329]

CONSIGNEES' NOTICE.

THE MEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO', ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENMOHR."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 9th proximo, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 10 a.m., by Messrs. Goddard & Douglas. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 19th July, 1928. [6516]

ON SALE.

HONG KONG HANSDARD REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the Session 1927.

Revised by Members.

PRICE \$5.

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S.S. "WARY CASTLE" ... Sails on or about 28th July
M.V. "MUNCASTER CASTLE" ... Sails on or about 13th Sept.

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (RUM). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ... £72.10.0.
LONDON ... £80. 0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

From Hong Kong.

M.V. "ROMOLO" ... Sails hence on or about 24th July
S.S. "VENEZIA-L" ... Sails hence on or about 18th Aug.
M.V. "REMO" ... Sails hence on or about 13th Sept.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hong Kong.

M.V. "ESQUILINO" ... Sails hence on or about 26th July
M.V. "ROMOLO" ... Sails hence on or about 21st Aug.
S.S. "VENEZIA-L" ... Sails hence on or about 18th Sept.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS

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QUICKEST SAILING TO JAVA

REGULAR WEEKLY SERVICE BETWEEN HONG KONG AND JAVA

SOUTH BOUND.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE WEDNESDAY	FOR
TJISONDARI	AMOT, K'LING, & SHAL.	In Port	25th July, 4 p.m.	BATAVIA
TJILEBOET	AMOT, DALNY	30th July	1st Aug. 4 p.m.	MAKASSAR, SOERABAYA, BATAVIA
TJIKEMBANG	AMOT, K'LING, & SHAL.	6th Aug.	8th Aug. 4 p.m.	BATAVIA
TJIKINI	AMOT, DALNY	13th Aug.	15th Aug. 4 p.m.	BATAVIA
TJIKARANG	AMOT, K'LING, & SHAL.	20th Aug.	22nd Aug. 4 p.m.	BATAVIA

NORTH BOUND.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANOEK	MAKASSAR, JAVA	30th July	1st Aug.	AMOT, N. CHINA
TJIKARANG	BATAVIA	2nd Aug.	5th Aug.	AMOT, SHANGHAI, KEELUNG
TJISALAK	MAKASSAR, JAVA	15th Aug.	15th Aug.	AMOT, N. CHINA
TJISAROE	BATAVIA	16th Aug.	18th Aug.	AMOT, SHANGHAI, KEELUNG

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OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

S.S. "TARDA" ... due here on or about the 27th July
M.V. "HEIDELBERG" ... due here on or about the 8th Aug.
M.V. "RHEINLAND" ... due here on or about the 20th Aug.
M.V. "HAYENSTEIN" ... due here on or about the 31st Aug.
S.S. "CAEL LEGIEN" ... due here on or about the 4th Sept.
M.V. "LEVERKUSEN" ... due here on or about the 13th Sept.

HOMEWARD.

Sailings for Genoa, Rotterdam and Hamburg via Manila, Singapore, Colombo & Port Said:—

M.V. "RHEIN" ... sailing from here on or about the 29th July
S.S. "OLDENBURG" ... sailing from here on or about the 8th Aug.
S.S. "SAARLAND" ... sailing from here on or about the 20th Aug.
M.V. "HEIDELBERG" ... sailing from here on or about the 31st Aug.
M.V. "RHEINLAND" ... sailing from here on or about the 4th Sept.
S.S. "CAEL LEGIEN" ... sailing from here on or about the 5th Oct.
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16

Tel. C. 4774.

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S.S. "CALULU"

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8th AUGUST, 1928

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CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SHANGHAI & TIENTSIN "SINKIANG" On 24th July, 8 a.m.	
SWATOW, SHANGHAI & TIENTSIN "YINGHONG" On 24th July, 9 a.m.	
SWATOW, SHANGHAI & TIENTSIN "YINGHONG" On 24th July, 10 a.m.	
SWATOW, SHANGHAI & TIENTSIN "YINGHONG" On 24th July, 11 a.m.	
SWATOW, SHANGHAI & TIENTSIN "YINGHONG" On 24th July, 12 a.m.	
AMOI, SHANGHAI & TIENTSIN "SINKIANG" On 24th July, 8 a.m.	
SWATOW, SHANGHAI & TIENTSIN "YINGHONG" On 24th July, 9 a.m.	
SWATOW, SHANGHAI & TIENTSIN "YINGHONG" On 24th July, 10 a.m.	
SWATOW, SHANGHAI & TIENTSIN "YINGHONG" On 24th July, 11 a.m.	
SWATOW, SHANGHAI & TIENTSIN "YINGHONG" On 24th July, 12 a.m.	
AMOI, SHANGHAI & TIENTSIN "SINKIANG" On 24th July, 8 a.m.	
SWATOW, SHANGHAI & TIENTSIN "YINGHONG" On 24th July, 9 a.m.	
SWATOW, SHANGHAI & TIENTSIN "YINGHONG" On 24th July, 10 a.m.	
SWATOW, SHANGHAI & TIENTSIN "YINGHONG" On 24th July, 11 a.m.	
SWATOW, SHANGHAI & TIENTSIN "YINGHONG" On 24th July, 12 a.m.	
AMOI, SHANGHAI & TIENTSIN "SINKIANG" On 24th July, 8 a.m.	
SWATOW, SHANGHAI & TIENTSIN "YINGHONG" On 24th July, 9 a.m.	
SWATOW, SHANGHAI & TIENTSIN "YINGHONG" On 24th July, 10 a.m.	
SWATOW, SHANGHAI & TIENTSIN "YINGHONG" On 24th July, 11 a.m.	
SWATOW, SHANGHAI & TIENTSIN "YINGHONG" On 24th July, 12 a.m.	

AUSTRALIAN-ORIENTAL LINE, LIMITED.

Ship	From	Arrival	Departure
CHANGTE	Hong Kong	17th August	14th September
TAIPING	Hong Kong	7th September	18th October
CHANGTE	Hong Kong	8th October	19th November
TAIPING	Hong Kong	9th November	20th December

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Ship	From	Arrival	Departure
"DARDANUS"	Via Suez Canal	27th July	
"CITY OF EVANSVILLE"	Via Suez Canal	7th August	
"LYCAON"	Via Suez Canal	24th August	
"PHEMIUS"	Via Suez Canal	21st September	
"CITY OF LINCOLN"	Via Suez Canal	5th October	

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE LTD., HONG KONG
HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE
BY
FAST MOTOR VESSELS
TC
BOSTON
AND
NEW YORK

S.S. "ROYAL PRINCE" 22nd August
--

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Telephone: Central 3135. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building.

MESSAGERIES MARITIMES

MAIL AND CARGO STEAMERS TO AND FROM
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles	CHENONOUAUX ... 31st July
From Dunkirk, Antwerp, London	PORTHOS ... 14th Aug.
	ATHOS II ... 28th Aug.
	D'ARTAGNAN ... 11th Sept.

For Shanghai and Japan	CHENONOUAUX ... 31st July
	PORTHOS ... 14th Aug.
	ATHOS II ... 28th Aug.
	D'ARTAGNAN ... 11th Sept.

For Marseilles	PAUL LEON ... 31st July
From Dunkirk, Antwerp, London	ANDRE LEBON ... 14th Aug.
	CHENONOUAUX ... 28th Aug.
	PORTHOS ... 11th Sept.

For Rotterdam, Hamburg, Dunkirk	MIN (Cargo) ... 4th Aug.
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For full Particulars, apply to—
Cie des MESSAGERIES MARITIMES,
3, Quai de Commerce, 100, Paris.

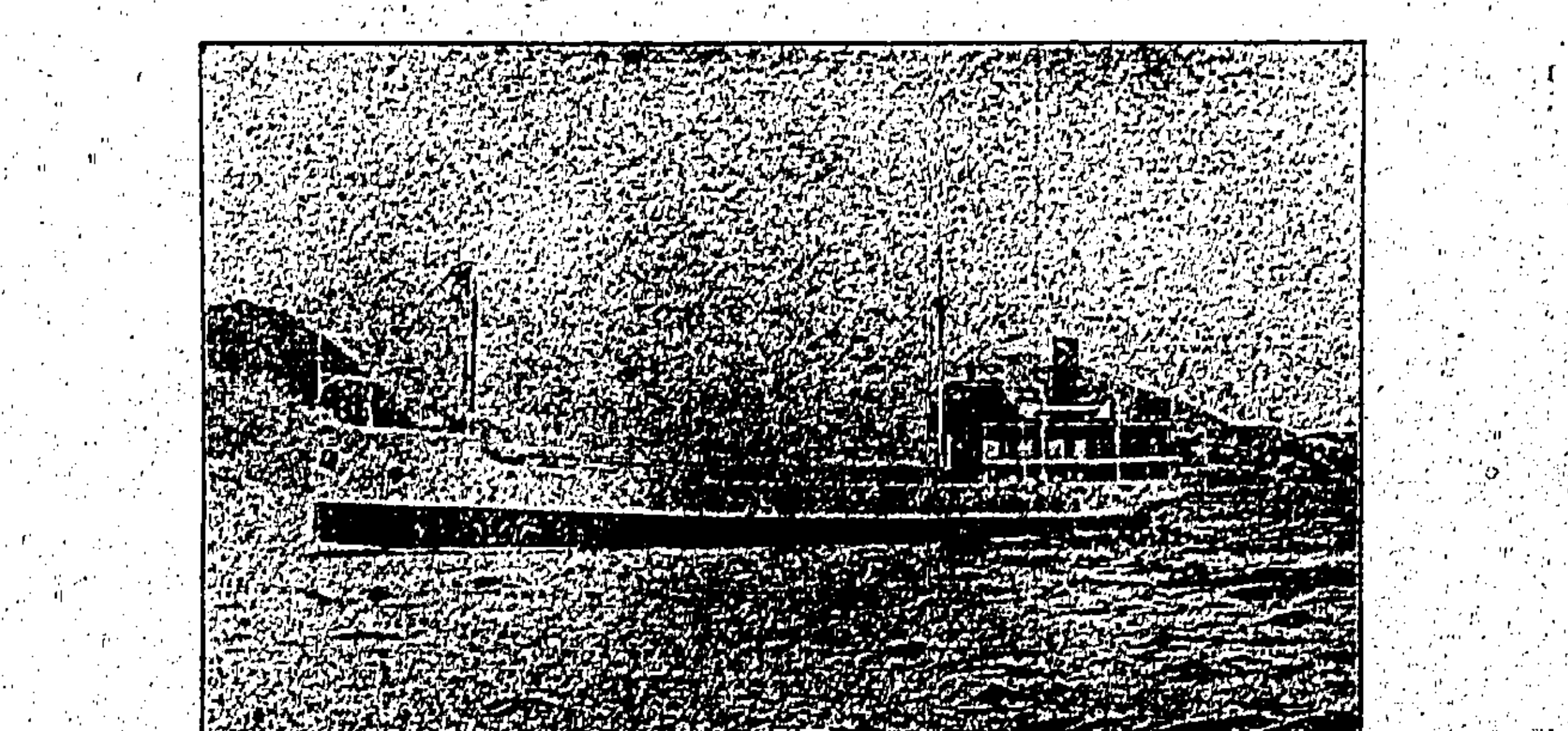
Shipping News

ARRIVALS.	CLEARANCES.	PASSENGERS.
July 22nd. Devawongse, Chinese str. 1,029 tons, Capt. H. Ipland, from Amoy, lying at buoy No. C41. Chau Yue Teng. Hakone Maru, Japanese str. 6,307 tons, Capt. S. Hirata, from London and Singapore. The latter port she left on July 17th, with a general cargo, lying at buoy No. A52—N.Y.K. Hirundo, Norwegian str. 1,125 tons, Capt. J. H. Pedersen, from Bangkok and Swatow, with rice and general cargo, lying at buoy No. C43—Thoresen & Co. Kiangsu, British str. 1,553 tons, Capt. C. S. Ibbister, from Bangkok and Swatow, with a general cargo, lying at buoy No. B22—B. & S. Limchow, French str. 1,418 tons, Capt. P. B. Morganti, from Canton, with a general cargo, lying at buoy No. C35—Sing Kee. Lyceum, British str. 1,738 tons, Capt. E. Halm, from Saigon, which port she left on July 18th, with rice and general cargo, lying at buoy No. C38—Wo Fat Shing. Sungshan Maru, Japanese str. 1,503 tons, Capt. G. Kawamura, from Canton, lying at buoy No. C42—N.Y.K. Sunkong, Chinese str. 322 tons, Capt. Lai Kwong, from Kwong Chow Wan, with a general cargo, lying at buoy No. C44—Man Yick S.S. Co. Tjiondardi, Dutch str. 5,010 tons, Capt. P. Weide, from Shanghai and Amoy, with general cargo, tea and sugar, lying at buoy No. A10—J.C.J.L. July 23rd. Alipore, British str. 5,273 tons, Capt. H. E. Smith, from Bombay, which port she left on July 8th, with a general cargo, lying at Kowloon Wharf—Mackinnon, Mackenzie & Co. Chipshing, British str. 1,198 tons, Capt. D. G. Burleigh, from Canton, with a general cargo, lying at buoy No. C33—Jardine, Matheson & Co. Dardanus, British str. 4,938 tons, Capt. J. W. Clark, from Hong Kong and Shanghai. The latter port she left on July 20th, with a general cargo, lying at buoy No. A3—B. & S. Malayan Prince, British m.s. 3,655 tons, Capt. A. B. W. Sheppard, from New York and Shanghai. The latter port she left on July 20th, with 398 tons of general cargo, lying at buoy No. A1—Furness (Far East), Ltd. Malay Maru, Japanese str. 3,250 tons, Capt. T. Kumamoto, from Sakito, which port she left on July 17th, with a cargo of coal, lying at buoy No. B50—M.B.K. Ouderkerk, Dutch str. 4,911 tons, Capt. J. N. Wafelaar, from Manila, which port she left on July 20th, with a general cargo, lying at Stonecutters—J.C.J.L. President Grant, American str. 8,405 tons, Capt. M. M. Jensen, from Manila, which port she left on July 21st, with a general cargo, lying at Kowloon Wharf—American Mail Line. Siam, Danish m.s. 4,223 tons, Capt. Fraussen, from Shanghai, which port she left on July 20th, with a general cargo, lying at buoy No. A28—John Manners & Co. (Continued on next column).	July 23rd. Alipore, for Moji. Anhai Maru, for Takao. Cheung On, for Shansi. Chinhua, for Hoihow. Chip Shing, for Tientsin. Dardanus, for Cebu. Hakone Maru, for Shanghai. Hydranga, for Swatow. Kwai Sang, for Canton. Malayan Prince, for Manila. Myrtlebank, for Shanghai. Ouderkerk, for Shanghai. President Grant, for Shanghai. Shiu Hing, for Macao. Siam, for Singapore. Siberia Maru, for Keelung. Sungshan Maru, for Swatow. Sunkong, for K. C. Kan. Theeueu, for Milke. Unio, for Saigon. West Henshaw, for San Francisco.	Arrivals. The following passengers arrived here on July 23rd by the s.s. President Grant from Manila:—For Hong Kong: Mr. John Bishop, Mrs. Emilia Boyes, Mr. W. E. Brown, Mr. Cornelius D. Bruyn, Mr. Chen Hai Ching, Mr. Chen Hai Tek, Mr. E. O. Davis, Mr. Dai Ho Chung, Mr. K. M. A. Enthorn, Mr. I. F. Fernandez, Mr. Carlos Fernandez, Mr. N. R. Jenner, Mr. W. K. Lennox, Judge J. J. Mandl, Mrs. J. J. Mandl, Mr. Walter Mihata, Miss C. Peyton, Mr. and Mrs. J. G. Paul, Mr. M. M. Quintero, Mr. and Mrs. Joseph Wylie, Miss Margaret Wylie, Mr. Jos Wylie, Jr., Mr. W. Wylie, Mr. J. Wylie, Mr. J. S. Wright, Mr. Mariano Yenko, For Shanghai: Mr. Sherrin Bachrach, Mr. Felix Calvo, Mr. L. D. Gholson, Mr. Wm. G. Hall, Mr. Sanji Nogotomi, Mrs. O. C. Reordan, Master Wm. Chas. Reordan, Mr. and Mrs. Morris Stockland, For Kobe: Mr. Jesus Manakata, Mr. Toshio Monken, For Seattle: Mrs. Geo. L. Magee, Master Geo. L. Magee, Jr., Miss Mary E. Magee, Master Philip Magee, Mr. Geo. L. Magee, Miss Barbara, Mr. Geo. L. Magee, Mr. A. Maluanda, Mr. E. S. D. Marchant, Mrs. Grace O. Mathews, Mr. Peter J. Walowitz, Mr. Geo. H. Walcott.

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TWIN SCREW MOTOR VESSEL "PALAWAN."
Built and Motors installed by THE HONG KONG & WHAMPOA DOCK CO., LTD. to the order of Mr. M. J. Ossorio, Manila, for service in the Philippines.
Please address enquiries to the Chief Manager,
R. M. DYER, B.Sc., M.L.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS

To	Ship	Date
TSINGTAU via SWATOW & SHANGHAI	"HOPSANG" "KWAISANG" "HANGSANG"	Wed. 25th July, at Noon Sun. 29th July, at Noon Wed. 1st Aug., at Noon
OSAKA via AMOI, MOJI & KOBE	"NAMSANG"	Fri. 3rd Aug., at 7 a.m.
OSAKA via AMOI, S'HAU, MOJI & KOBE	"KUMSANG"	Fri. 17th Aug., at 7 a.m.
CANTON	"KWAISANG"	Tues. 24th July, at 10 a.m.
STRAITS & CALCUTTA	"FOOKSANG" "HOSANG" "KUTSANG"	Wed. 25th July, at 3 p.m. Sat. 4th Aug., at 3 p.m. Thurs. 9th Aug., at 3 p.m.
SANDAKAN	"HINSANG"	Wed. 25th July, at 11 a.m.
TIENTSIN	"CHIPSANG" "CHEONGSANG"	Wed. 25th July, at Noon Tues. 7th Aug., at Noon

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENSHANE" ... (via Oran)	19th Aug.
Motor Vessel "GLENOGLE" ... (via Oran)	11th Sept.
Motor Vessel "GLENAMOY" ... (via Oran)	18th Sept.
Motor Vessel "GLENAPP" ... (via Oran)	31st Oct.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAMOY" ...	10th Aug.
Motor Vessel "GLENGARRY" ...	1st Sept.
Motor Vessel "GLENAPP" ...	14th Sept.

For Freight, Passage and further Particulars, apply to
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AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:
Cabin class ... £73. Intermediate class ... £48.

THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON:
Cabin class ... £80.

NEXT SAILINGS TO EUROPE:—

Pass. S.S. "COBLENZ" ...	departure 22nd July
Freight S.S. "Grandon" ...	departure 11th August
Pass. M.S. "FULDA" ...	departure 24th August
* Freight S.S. "MAIN" ...	departure 9th Sept.
Pass. S.S. "TRIER" ...	departure 22nd Sept.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.
* Will Call at Havre after Marseilles.

Through Bills of Lading issued to all parts of the world.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers)
JAPAN (Freight steamers)

FARE FROM HONG KONG TO SHANGHAI:
Cabin class ... £75.00. Intermediate class ... £45.00.

Freight S.S. "Ludwigshafen" ...	due here 24th July
Pass. M.S. "FULDA" ...	due here 25th July
Freight S.S. "Schlesien" ...	due here 24th August
Pass. S.S. "TRIER" ...	due here 28th August

MELCHERS & CO.,

AGENTS, HONG KONG.
3, Chater Road. Queen's Building.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers, Sailings subject to alteration without notice.

SWATOW, AMOI & FOOCHOW

AND RETURN
(Occupying 8 to 9 Days)

HAINING ...	Tuesday, the 24th July, at 3 p.m.
HAICHING ...	Friday, the 27th July, at 3 p.m.
HAITYANG ...	Tuesday, the 31st July, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Stake Pier). Round Trip Tickets will be issued from Hong Kong to Fuchow (Peking Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.,
General Managers.

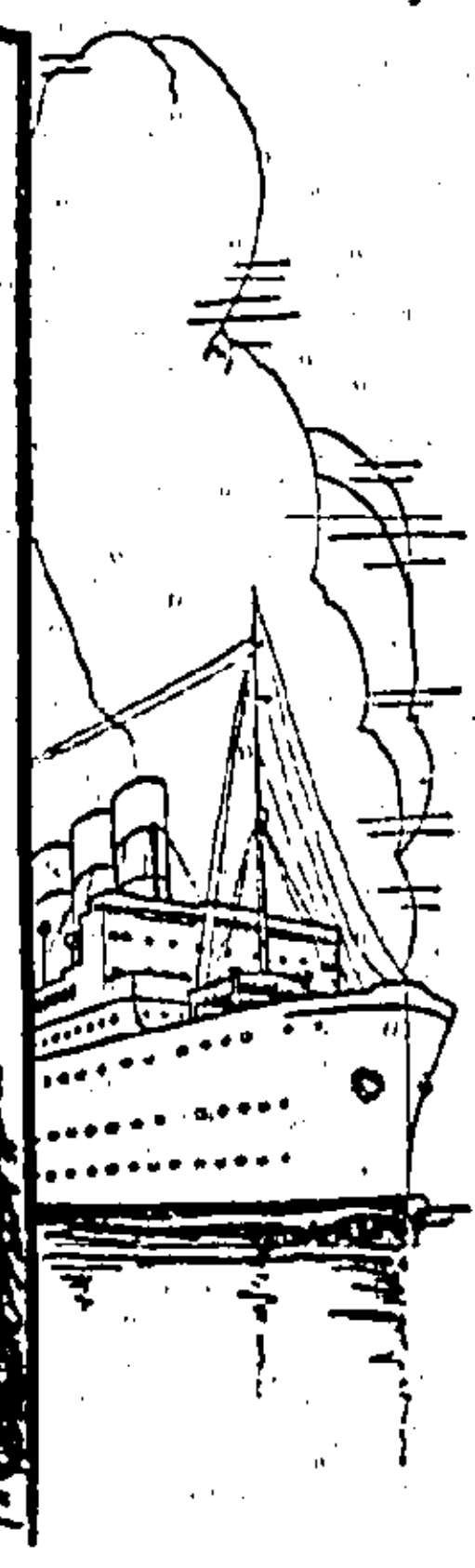


—of Uninterrupted Canadian Pacific Service

If you are going to Europe, why not use the uninterrupted service of the World's Greatest Travel System?

On the three separate legs of your journey—across the Pacific, across Canada, and across the Atlantic—this highly trained organization caters to your every need. Its servants are obliging, efficient, and thoughtful of your comfort; its ships, trains and hotels are among the world's best.

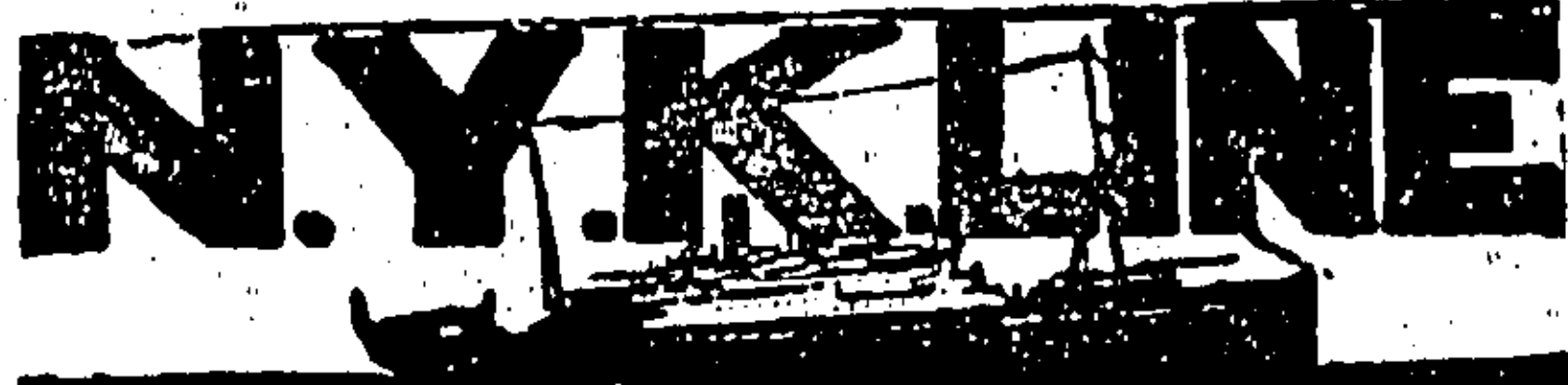
Follow the lead of experienced travellers and go the Canadian Pacific way.



CANADIAN PACIFIC

Next sailing to the Pacific Coast
S.S. "EMPEROR OF CANADA"
AUGUST 8th, 1928—At 6 A.M.

WORLD'S GREATEST TRAVEL SYSTEM



THROUGH BOOKING TO EUROPE AT REDUCED RATES.
\$150, \$210, \$210, \$283, VIA SAN FRANCISCO
\$240, \$340, VIA JAPAN AND SPAIN.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
SIBERIA MARU (Call Keelung) ... Tuesday, 24th July
TAIYO MARU (Call Los Angeles) ... Wednesday, 25th Aug.
TENYO MARU ... Tuesday, 31st Aug.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.

KATOBI MARU ... Saturday, 28th July
ATSUTA MARU ... Saturday, 11th Aug.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 25th July
MISHIMA MARU ... Wednesday, 22nd Aug.

BOMBAY via Singapore, Penang & Colombo.

SEIYO MARU ... Friday, 27th July
TAMBA MARU ... Saturday, 11th Aug.

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.

ANYO MARU ... Saturday, 18th Aug.

SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Ports.

BINGO MARU ... Wednesday, 1st Aug.

NEW YORK and BOSTON via PANAMA.

TATSUNO MARU ... Monday, 30th July

LIVERPOOL via Port Said, Genoa & Marseilles.

DELAGOA MARU (Call Glasgow) ... Friday, 17th Aug.

ALCANTARA via Singapore, Penang & Bangkok.

MALACCA MARU ... Friday, 8th Aug.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 17th Aug.

SHANGHAI, KOBE & YOKOHAMA.

MORIOKA MARU (Mojiko direct) ... Tuesday, 31st July

SADU MARU ... Wednesday, 1st Aug.

* Cargo only. Subject to alteration without notice.

For further information, apply to—
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Telephone: Central No. 292 (Private exchanges to all Depts.).

A HOLIDAY IN INDO-CHINA SPECIAL CHEAP TRIPS TO SAIGON

1. "TELEMACOS" ... sailing 24th July

These vessels, fitted with all latest modern improvements, are being placed on the HONG KONG—SAIGON run, and will take first-class passengers at specially reduced fares for a holiday in the fascinating territory of Indo-China.

RETURN TRIP - - 17 DAYS

8 to 10 Days on Shore.

FARES: A DECK—Return ... \$100.

B DECK—Return ... \$ 90.

Indo-China offers many attractions for a short holiday.

The Ruins of Angkor are one of the Seven Wonders of the World.

Splendid Big Game Shooting.

Passenger Agents:—THOS. COOK & SON, LTD.

PRINCE STREET.

For further particulars apply to—

WO FAT SING.

TELEPH. C. 5.

81, WING LOK STREET.

[9138]

Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

VERY POOR CARGOES.

BRITISH SHIPS BEST IMPORTERS.

The general cargo returns for the period ending at 9 a.m. yesterday were very low. There were fifteen arrivals and eleven departures of which seven arrivals and three departures were British ships. British ships were best importers, while a Dutch and American vessel carried the heaviest through freight.

Nine vessels discharged 8,393 tons of merchandise for this port and 4 British ships contributing 3,238 tons. The s.s. *Lyemmon* (British) from Saigon had 2,470 tons, and the s.s. *Kiung Chow* (British) discharged 1,800 tons from Bangkok and Hoihow. The former vessel has several times headed the list of cargo carriers. She is owned by Messrs. Wo Fat Sing & Company.

Through freights from seven vessels amounted to 4,035 tons, and four British ships had 1,230 tons. The best carrier was the s.s. *Tjimonari* (Dutch) with 1,705 tons from Shanghai and Amoy, while the s.s. *Washington* had 1,000 tons from Astoria and Kobe.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	7	3
American	1	0
Dutch	1	0
Norwegian	1	1
French	1	1
Japanese	1	2
Chinese	3	3
Swedish	0	1
Total	15	11

DAILY WATERFRONT NEWS.

TOO MANY PASSENGERS.

NORWEGIAN MASTER FAILS TO APPEAR.

[BY LONGSHOREMAN.]

Captain K. H. Ruthberg, master of the s.s. *Atlantic* (Norwegian) was summoned to appear before Commander J. B. Newell, D.S.O., R.N., at the Marine Court yesterday morning at the instance of Mr. C. H. Thompson, the Boarding Officer, for entering the port carrying twelve passengers in excess of the number allowed in his vessel.

As the Master was not present the case had to be adjourned sine die.

Acting Under Instructions.

Two Chinese masters of cargo boats appeared for unlawfully anchoring in the Yaumati Typhoon Shelter Fairway at 10 a.m. on the 22nd instant.

Lance Sergeant Oliver, who made the arrests, appeared for the Police and defendants pleaded guilty. They said that they were carrying coal for the Mitsui Bussan Kaisha, and that owing to the presence of other cargo boats at the firm's wharf, they were told by an official of the firm to stand by in readiness.

The Magistrate said that they could have easily gone outside the Typhoon Shelter limits until they were called.

A fine of \$5 each was imposed with the alternative of five days' hard labour.

VESSELS EXPECTED.

Australian-Oriental Line.

Changteh, August 1th.
Taiping, September 7th.

Bank Line.

City of Khartoum, August 4th.
City of Evansville, August 10th.
City of Halifax, August 17th.
City of Khios, September 1st.
City of Lincoln, September 14th.
City of Eastbourne, October 10th.

British-India and Apcar Line.

Talima, July 31st.
Warfield, August 8th.
Tilawa, August 13th.
Takliwa, August 18th.
Takada, August 30th.
Talamba, September 3rd.

Canadian Pacific Line.

Empress of Canada, July 30th.

Making Fast To Vessel Underway.

Seven boat people appeared before the Marine Magistrate for making fast to the s.s. *Kiung Chow* whilst the vessel was underway in the harbour.

Lance Sergeant Hudson prosecuted.

The defendants said that the vessel arrived at 8 a.m. yesterday and until 10 a.m. passengers were disembarking. The vessel was not moving but at anchor.

The police officer explained that the vessel first went to the quarantine anchorage and later moored to one of the buoys in midstream; the sampans were made fast to the ship while she was moving to the buoy.

The Magistrate convicted all defendants and imposed a fine of \$10 on each with an alternative of 10 days' hard labour.

An 80-Year Old Boat Woman.

A very aged woman and a young girl who gave her age as 14 years, appeared before the Marine Magistrate for loitering off the Naval Dockyard Sea-Wall. The accused gave her age as 80, but the summons described her as mistress of a 15 foot sampans.

Sergeant Shorman of the Royal Naval Yard Police prosecuted and both defendants pleaded guilty.

The Magistrate imposed a fine of \$5 each.

It was stated that the old woman had to be brought to the Court in a ricksha and during the hearing she could hardly speak.

Lying Inshore.

Two Masters of fishing boats pleaded guilty to lying inshore during prohibited hours after dark and were fined \$10 each.

New Name For An Old Vessel.

The s.s. *Washington* (American) which arrived here on Sunday was originally the property of the United States Shipping Board but has changed owners.

The vessel was formerly the s.s. *West Cayote* of the West Steamship Company of Portland. She is now operated by the Columbia Pacific Shipping Co.

A Birth And A Death.

The s.s. *Lyemmon* (British) which arrived here yesterday from Saigon reports that a female child was born on board at midnight on the 21st instant. The vessel left Saigon on the 18th instant with 411 Asiatic deck passengers for this port.

The master of the s.s. *Kiung Chow* (British) from Bangkok and Hoihow states that a coolie died from beri-beri on the 15th instant and was buried at sea. This vessel had 297 Asiatic deck passengers.

Asiatic Deck Passengers.

Eight vessels brought 883 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

Blue Funnel Line.

Dardanus, to-day.

Perseus, to-day.

Thetis, to-day.

Achilles, July 30th.

Tenarus, July 30th.

Bellerophon, August 6th.

Phenix, August 9th.

Glaucon, August 7th.

Calchus, August 11th.

Teucer, August 14th.

Automedon, August 18th.

Antiochus, August 20th.

Philoctetes, August 21st.

Elpenor, August 22nd.

Sarpedon, August 23rd.

Lycaon, August 24th.

Tyndareus, September 2nd.

Orestes, August 31st.

Menelaus, September 7th.

Eurylochus, September 8th.

Telamon, September 18th.

Patroclus, September 20th.

Protesilaus, September 25th.

Meriones, September 26th.

Matoppe, September 29th.

Diomed, October 5th.

Asiphanes, October 8th.

Adriatus, October 17th.

Antenor, October 18th.

Agapenor, October 19th.

Hector, November 15th.

Dollar Steamship Line.

President Garfield, July 28th.

President Lincoln, July 30th.

East Asiatic Co., Copenhagen.

Java, July 28th.

Danmark, August 31st.

Asia, September 6th.

Chile, September 31st.

Eastern and Australian Lines.

Arctura, August 1st.

Tanda, August 3th.

S. Albans, September 3rd.

Glen Line.

Glenamoy, August 10th.

Glenhane, August 12th.

Glenagarry, September 1st.

Glenapp, September 14th.

Hamburg-America Linie and

Hugo Stinnes Linien.

Urda, July 28th.

Rhein, July 28th.

Heidelberg, August 5th.

Rheinland, August 20th.

Havestein, August 31st.

Carl Legien, September 4th.

Leverkuhn, September 13th.

Java-China-Japan Line.

Tjilboet, July 30th.

Tjimonok, July 30th.

Tjikarang, August 2nd.

Tjikembang, August 6th.

Tjikini, August 13th.

Tjiklat, August 15th.

Tjikroea, August 18th.

Messageries Maritimes.

Chenonceau, July 31st.

Paul Lecat, July 31st.

Min, August 4th.

Portos, August 14th.

Alhos II., August 28th.

D'Aragnan, September 11th.

Nippon Yusen Kaisha.

Aki Maru, to-day.

Seigo Maru, July 26th.

Katori Maru, July 27th.

Tatsumi Maru, July 29th.

Bingo Maru, July 31st.

Taiyo Maru, August 1st.

Anjo Maru, August 4th.

Atsuta Maru, August 10th.

Tamha Maru, August 10th.

Tenyo Maru, August 14th.

Delagao Maru, August 16th.

Calcutta Maru, August 21st.

Mishima Maru, August 21st.

Kashima Maru, August 24th.

Kawachi Maru, September 5th.

Hakone Maru, September 7th.

Tokuyasu Maru, September 10th.

Shinwa Maru, September 12th.

Suwa Maru, September 21st.

Lyons Maru, September 18th.

Tango Maru, September 18th.

Kanagawa Maru, October 8th.

Rakuyo Maru, October 24th.

Ginyo Maru, December 3rd.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

STRAITS, JAVA, BURMA, OBYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND
PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL, FOR NIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"NANKIN"	7,058	28th July	Mars, L'don, A'werp, B'dm, H'burg
"KASHMIR"	6,885	4th Aug.	Mars, London, Antwerp & Hull
"KLUEDERPORE"	6,334	10th Aug.	Straita, Bombay & Karachi
"RAJPUTANA"	18,563	18th Aug.	Bombay, Marseilles and London
"NALDERA"	18,088	1st Sept.	Bombay, Marseilles and London
"KALYAN"	9,144	15th Sept.	Mars, L'don, A'werp & Hull
"KASHGAR"	9,005	22nd Sept.	Marseilles and London
"MOREA"	10,933	15th Oct.	do.
"KALYA"	9,135	27th Oct.	do.
"MACEDONIA"	11,120	10th Nov.	do.
"LAHORE"	5,252	17th Nov.	Mars, L'don, A'werp, B'dm, H'bg.
"KHYBER"	9,114	24th Nov.	Marseilles and London
"KARNATA"	9,125	1st Dec.	do.
"MALWA"	10,945	8th Dec.	do.
"KASHMIR"	8,885	15th Dec.	do.
"NALDERA"	18,083	22nd Dec.	do.
"MANTUA"	10,945	5th Jan., 1929	do.

* Cargo only.

+ Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Con-

stantinople, Piraeus, Smyrna, and other Levant Ports by steamers of

the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALMA" 10,000 2nd Aug. Singapore, Penang & Calcutta

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